

Branches.
NORDDEUTSCHER LLOYD.
BREITENBURG.
IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F. v. Benzer	WEDNESDAY, 15th December, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" Capt. F. Prosch	About WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 15th Dec., Daylight.
KUAT and SANDAKAN	"BORNEO" Capt. F. Sambill	Middle of December.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTEENTHLY-SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCAKAWA	"Sakura"	Sellier	20th Dec., P.M.
MARSEILLES, VIA PORTS	"Tonkin"	Charbonnel	21st Dec., at 2 P.M.
SHANGHAI, KOBE, YOKOHAMA	"Nera"	Martin	3rd Jan., P.M.
MARSEILLES, VIA PORTS	"Polynesien"	Broc	4th Jan., at 2 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabail (1900 tons 14 knots) Capt. Bienaimé

DEPARTURE:

From HONGKONG the Co's Wharf near Wing Lok Street Every Night at 10

excepting Saturdays.

From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting

Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$5.00) can always be engaged at Canton

By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the

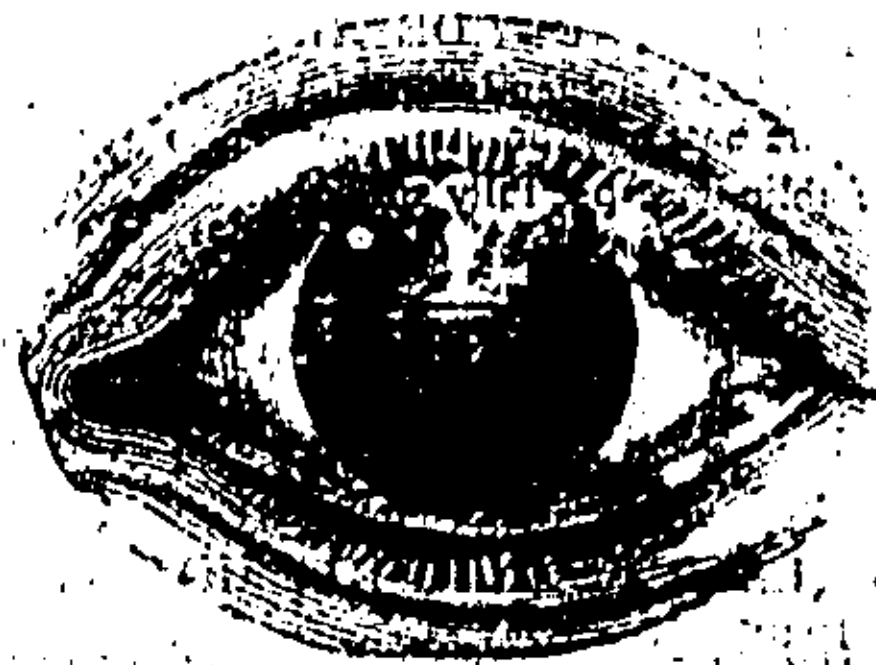
tourist will find time to view the shops and other places of interest, returning to Shameen at

about 3 p.m.

Hongkong, 19th November, 1900.

Intimation.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will have your eyes free of charge, and if they are wrong will put them right.

Lenses Ground All kinds of Repairs, Spectacles for all requirements.

Ask to write for Illustrated Booklet on "Defective Sight"—free.

LONDON,

GALVOTTA,

SHANGHAI,

John Street, Bedford Row W.C.

19, Bevis - - - -

66, 4 - - - -

Hongkong, 10th March 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two new Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 370, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Bortts, A. 1, and Watkins.

Yokohama, April 26th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
JAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FARGUSON'S SPECIAL ORNAM
and
F. A. O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

REGRET

You will NEVER if you
VISIT

**MOHIDEEN &
THAHA,**

in
D'AGUILAR STREET,

the
NEW JEWELLERS
AND DEALERS

in
CEYLON PRECIOUS
STONES

of every description, and
other GEMS.

Hongkong, 31st August, 1900.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14 D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1900.

**OSMAN &
CASUM,**

1 & 3, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1900.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT.

33 and 35, Des Voeux Road.

MATRIMONY IN NEW GUINEA.

In the remote island of New Guinea it is long year all the time in one important sense, for out there all the proposals of marriage are made by the women. It is considered beneath the dignity of the male inhabitants of New Guinea to even notice a woman, and consequently the women perform must notice the men, and must start any idea of weddings etc.

So when the belle of New Guinea becomes in love she promptly sends a piece of string to the sister of the lucky man. If he has no sister she sends it to his mother or anyhow to some female relative. This, because the man and his male relatives are assumed to be above taking any steps toward acquiring a wife. Then the sister says to the man involved, "Brother, I have news; so-and-so is in love with you." If inclined to matrimony the man makes an engagement to meet the enamoured lady. When they meet it is alone and they either decide to wed or drop the entire proposition at once. There is no cutting for the man is not allowed, theoretically at least, to waste any time on a woman—not even enough to allow her to make love to him.

The betrothal is announced and the engaged man in New Guinea is branded on the back with charcoal, but the woman's mark of engagement to wed is actually cut into her skin and is never allowed to completely vanish. If either one decides to break the engagement nothing can be done by the offended party.

If the girl decides that after all she sent the little piece of string by mistake the man is apt, however, to catch her sometimes alone and beat her. If the man jilt the woman her relatives often hunt him up and administer a sound drubbing.—Ex.

SCIENTIFIC MARRIAGES.

STARTLING REMEDY FOR DEGENERACY.

The fond mother, instead of looking at the coming bridegroom's banking account, should have a look at his insurance policy, which will tell her something of his history and give her an idea as to whether he is the man to be the father of her daughter's children, said Dr. Slaughter, lecturing at the Victoria University on the science of eugenics, which seeks to educate the people to adopt a method of careful selection in marriage with a view to the improvement of the race. Unfortunately said the lecturer, the public was greatly given to a belief in the efficacy of environmental influences. There was a belief that the way to reform people in slums was to rehouse them. But these people forgot that though they could transfer a slum population to another place in five years those same people would probably create another slum. He sometimes met the particularly benighted individual who did not believe in heredity. He felt bound to point out to them that if there was no such thing as heredity they should be able to take a human being out of an acorn or an egg out of an egg. (Laughter.) In the present day, the undesirable class were multiplying at an appalling rate, and what was to be done? Some people said they did not like the idea of eugenics, because they object to any board being set up to select people for marriage. Such a board doing its duty properly might be able to produce almost anything from human plasticity, but they never would have the power to force people to go on these lines. Whatever progress was made would certainly have to be made by some form of selection. They were often met with the argument that marriage was the natural outcome of affection, was something spontaneous and so on. But marriage really was a thing which had always been greatly controlled—by religion, class consideration, and social conditions, for example. Eugenics sought to so affect those conditions as to better the race. We want our boys and girls to know that mating is the most important thing in life, that the act of mating determines what the children are to be, said Professor Slaughter, and added that it was within the power of every unmarried individual to raise the quality of the race. He would put the mentally deficient and degenerate in colonies, and deny them the privilege of contributing to criminality. He would not treat the born criminal by the present absurd, barbarous, penal methods, but put them in colonies.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 11th December, 1900, at 2.30 P.M., at their
Sales Rooms, No. 2, Des Voeux Road,
corner of Ice House Street,
A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
PICTURES, CLOTHES and HAIR
BRUSHES, LADY'S HAND BAGS, CHINA
FIGURES, JEWEL BOXES, TOYS,
WOOLLEN SINGLES, RUBBER BALLS,
DOLLS, HATS, CLOCKS, TYPEWRITER,
&c., &c.
Catalogue will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th December, 1900.

PUBLIC AUCTION.

THE Undersigned have received instructions from Captains Bremer & Frahm, to sell by
PUBLIC AUCTION,
on
MONDAY,
the 13th December, 1900, at 2.30 P.M., within
their residence, MacDonnell Road,
THE WHOLE OF THEIR
VALUABLE HOUSEHOLD
FURNITURE.
Particulars from Catalogue.

TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th December, 1900.

Consignees.

"SHIRE" LINE OF STEAMERS,

LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 11th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 6th December, 1900.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. *Medor* and *Dordogne*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 13th December, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th December or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th December, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,

Agent.

Hongkong, 6th December, 1900.

FROM EUROPE.

THE H. A. L. Steamship

"SITHONIA."

Captain Bremer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 6th December, 1900.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC,"
FROM TACOMA, VANCOUVER, YOKO-
HAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th December, 1900.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & SHANGHAI.
The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, December 11th, 1900, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, 12th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 9th December, 1900.

Intimation.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

28, Queen's Road.

Intimations

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours. Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong,

Sole Agents.

Hongkong, 7th December, 1909. 1821

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Canton, 2, 30th April, 1909. 140

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

Carpenter-makers and ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO

15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED

"The only Shop in Hongkong with this name."

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE

(Nearly New).

Balls, Cues, Rest, all complete.

Apply to—

GEO. MCBAIN,

No. 22, New Praya.

Hongkong, 24th November, 1909. 1793

FOR SALE.

AT

GRACA & CO'S

STORE,

27 DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARDS,

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.,

27, DES VŒUX ROAD CENTRAL.

"MOSQUITO OR MAN?"

Sir Rupert Boyce, F.R.S., has chosen this question as the title of an excellent book just published by Mr. Murray. The sub-title is "The Conquest of the Tropical World," and is worth noting, for there are those who suppose that a country is conquered when the men thereof are mastered; and of all great nations we should be the first to realise that that may not be the whole question. Repeatedly during the past seven years the present writer has resorted to this place, to the question more especially of malaria and the control of the insects which convey that disease.

Malaria is, of course, by far the most important case of the kind, but there are many others, such as yellow fever and sleeping sickness, and a host of diseases of the lower animals, not to mention plague which is conveyed to man by the flea. On the occasion of a comparatively recent lecture by Professor Ronald Ross at the Royal Institution it was twice here sought to draw further attention to that illustrious student's unanswerable indictment of officialism for its persistent and inexcusable neglect of those anti-malarial measures for lack of which such a vast measure of unnecessary misery and death is still being endured in almost all parts of the tropical and sub-tropical world. Following upon Professor Ross's lecture, some questions were put in Parliament, and some small momentary attention was drawn to the subject. One is almost tempted—but perish the thought!—to wish, in the interests of mankind, that the Germans or the Japanese were masters of our tropical possessions. The nation which allowed our Lord Lister, without his knowing it, to teach them to clothe their sailors in sterilised underclothing when they went into battle, would not now be permitting the worst of mosquitoes to breed in puddles in the centre of towns, as it gaily does to-day in so many parts of the Empire.

TO THE CREDIT OF MR. CHAMBERLAIN.

At least it stands to our credit that we and not others did by far the greater part of the work which has put the control of tropical disease, and therefore the tropics, into the hands of the white man. It is our great men of science, Sir Patrick Manson and Major Ross, with their many skilful and assiduous followers, such as the author of the present volume; it is such men of business as Sir Alfred Jones, and it is, in some ways above all, Mr. Joseph Chamberlain, with whom the honour lies. Let it be said once more that there are many kinds of Imperialism, some which pass and cause the passing of Empires; others which remain. Amongst the latter is that which, believing knowledge and the possibility of acquiring more, and that knowledge is power, takes vast tracts of a great Empire uninhabitable by their owners, and turns them into a demi-paradise. Says Sir Rupert Boyce: "I have said that the foundations of tropical medicine were laid upon those upon which bacteriology itself had been reared, but the commencement of the movement which had for its immediate end the building up of the great subject of Tropical Medicine in our midst would not perhaps yet have made a start had it not been for the practical and far seeing Minister who was in 1898 at the head of the Colonial Office, the Right Hon. Joseph Chamberlain." It was in 1898 that Mr. Chamberlain addressed a circular letter on the subject to the General Medical Council and the leading Medical Schools of the United Kingdom; and it was in the autumn of that year that the London and Liverpool Schools of Tropical Medicine were founded. I hope that, as Mr. Chamberlain watches day by day the progress of the Tariff Reform campaign, he watches also the history of the campaign against disease which he had to great a share in starting. This book contains the record of seven expeditions sent forth from London, and twenty-one from Liverpool. There is the discovery of the cause of malaria, the discovery of the cause of sleeping sickness, enormous contributions to the solution of the problem of yellow fever; the discovery of the cause of Malta fever, the positive abolition of certain of these diseases in many parts of the world; and that is a record of the first decade only. If this is not real politics, I do not know what is, and if the other thing is real politics, we need another name for this.

Sir Rupert's book should be read by every one who is interested in humanity, in science, and in the Empire. The author holds a high place among those who have successfully waged the war of conquest for man against malignant insects. He writes with ease and clearness. He not only discusses the history of the matter (including, as in so many other cases, allusions from ignored men of insight in the past), but he takes the various diseases in detail, and shows what has already been accomplished. The book is splendidly got up, and the illustrations, which are very numerous, add greatly to its value. It should give much pleasure to Mr. Chamberlain. Would that Louis Pasteur—whom they called a fool for wasting his time with tiny things which no unbiased person could see at all—were still alive to see something more of the fruit of his labours! It may be, but it probably will not be, that this book will stir public opinion and remove the scandal of our present neglect to apply the knowledge that has been gained. It probably will not be, because we are too much interested when one politician calls another a liar, as who should say that Queen Anne is dead, and because there approaches the recurrence of that ridiculous nose-counting process by which it is supposed that knowledge and foresight and statesmanship can be distilled out of ignorance and carelessness and selfishness and that sort of thing leaves no time for politics.

G. W. S.—Pall Mall Gazette.

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 21st August, 1909. 1774

To Let

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909. 1588

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL,

In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909. 1581

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909. 1730

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY

TOWN, two extensive (two-storied)

semi-detached godowns, ground surface of

cement concrete.

No. 14, Praya, Kennedy Town, one extensive

two-storied godown.

All are in first class condition, suitable for

storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th November, 1909. 1763

TO LET FURNISHED.

"TANTALLON," 125A, Barker Road.

Rent \$125.00 per month. Seen by

appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909. 1824

TO LET.

KING'S BUILDINGS, OFFICES facing

the Harbour from about October, at

present in occupation of Messrs. Jardine,

Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. 1463

TO LET.

NO. 3, MORRISON HILL. Immediate

entry.

Apply—

Messrs. JARDINE, MATHESON

& Co., LTD.

Hongkong, 9th December, 1909. 1408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,

3rd Floor.

No. 2, CLIFTON GARDENS, CONDUIT

ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 16A, DES VŒUX

ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th November, 1909. 151

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Canton, 21st June, 1909. 170

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Vœux Road Central.

JOHN D. HUMPHREYS & SONS,

General Managers.

Hongkong, 11th April, 1909. 161

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th December, 200 cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shic

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li..... 50

" Head—Ngau Tau

" Heart—Ngau Sum..... per lb

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kook..... each

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei

" Liver—Ngau Gon..... 12

" Tripe (unadressed)—Ngau To..... 6

Galves' Head and Feet—Ngau-chai-

tau-koek..... set \$1.00

Mutton Chop—Yeung Pak Kwai

" Leg—Yeung Pak

" Shoulder—Yeung Shan

Pigs' Chittlings—Chai chung

" Brains—Chai Know..... per set

" Feet—Chai Kook..... 12

" Fry—Chai Chak

" Head—Chai Tau

" Heart—Chai Sum..... each

" Kidneys—Chai Yiu..... pair

" Liver—Chai Gon..... 10

Pork, Chop—Chai Pak Kwai

" Corned—Ham Chai Yuk

" Leg—Chai Pak

" Fat of Lamb—Chai Yau

Sheep's Head and Feet—Yeung Tau

" Keok..... set

" Heart—Yeung Sum..... each

" Kidneys—Yeung Yiu..... 9

" Liver—Yeung Gon..... 24

Suckling Pigs, To Order—Chai Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kai

Eggs, Hen—Kai Tai..... per doz

Fowls, Canton—Kai

" Hainan—Hol Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheng Hoi Ye

" Ngo..... pair

Musk Deer—Wong Keng..... each \$4.00

Hare—Ta Chai

Partridge—Chai Khoo

Pheasant—Shan Kai..... pair \$1.50

Figs, Canton—Pak Kup

" Holhow—Holhow Pak Kup

Quail—Om Chiu

Rice Birds—Wo Fa Cheuk..... dozen

Salpe—Sa Chui

Turkeys, Cock—Fo Kai Kung..... each

" Hen— " Na

Wild Ducks, Shanghai, Sulap..... pair

Teal, Shanghai, Sulap Chai

Wild Ducks Canton—Sang Shing Sul

" Ap..... per pair 1.00

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Shu Yu

Carp—Li Yu

Cuddish—Chik Yu

Crabs—Hal

Gudgeon—Mun Yu

Entertainment.



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LIMITED

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AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 13th July, 1909.

[18]

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 10, 1909.

LONDON'S CHINATOWN.

It may reasonably be expected that as the result of the latest move on the part of the L.C.C. opium-smoking in the Chinese colony of the East-end will be—as an openly conducted practice, at a rate—shortly suppressed. According to the London Morning Leader, which we quote, the Chinese colony comprises some 25 boarding-houses, situated mainly in Penny-fields, West India Dock-rod, and Limehouse-causeway. It has grown considerably during the last ten years, previous to which period the boarding-houses numbered only two or three, the increase being entirely due to the passion among shipowners for cheap labour. The colony is inhabited by a floating population of about 300, but fully 5,000 Chinese go through it in the course of a year. Very largely they are sailors signed on in the East and enticed to desert on arrival at the London docks by the boarding-house keepers (known as shipping masters, but actually "crimps") on the promise of higher wages. The colony is a perfectly safe hiding place, for one Chinaman to British eyes looks exactly like any other; and in due course the men are jobbed off in whole crews at a time to fresh masters who may need them at the docks. At present the L.C.C., while vested with powers under the Merchant Shipping Act over licensed lodging-houses, has no authority to compel a lodging-house keeper to take out a license. Accordingly the Chinese houses are, as far as the great majority is concerned, unlicensed, and outside the jurisdiction of the Council. The Board of Trade, however, is expected shortly to make an Order in Council authorising the L.C.C. to enforce that only licensed persons shall keep seamen's lodging-houses or let lodgings to seamen in the administrative county of London, and by-laws re-drafted by the Public Health Committee, but not yet sanctioned by the Council, specifically forbid the practices of gambling and opium-smoking in such houses. Both are carried on openly throughout the Chinese colony. A Morning Leader representative who went through some of the houses, saw "bankers" at the game of "fun tan" with gold literally in heaps on the tables before them. The business is prodigious. Everywhere, too, the opium pipe is freely indulged in. The houses are known also, to be consistently overcrowded, but it is next to impossible to convict, because as soon as the Council's inspector appears at any house the surplus occu-

piants are smuggled by back exits into adjoining houses. The Chinese have been so cunning in the past in evading such Occidental trivialities as by-laws and regulations that the total suppression of opium smoking can hardly be expected to result from the new order, which will come into force early in January. But it is, at least, bound to be very considerably modified. With regard to these past evasions, the "language test" affords an amusing example. It was enacted, owing to the scandal of British ships being frequently manned by Chinese crews so ignorant of English that they could not understand the orders issued by their officers, that no seaman should be signed on for a British ship unless he understood a sufficient amount of the language. A set of test questions was put to the Chinaman to which he was expected to give intelligent answers; but by and by the Board of Trade officials discovered that the Chinamen were being drilled beforehand in the proper answers to the questions—a ruse rendered almost ridiculously easy by the fact that the questions always came in the same order! The rather clumsy system of cramming having been stopped, the "crim" adopted the irreproachable device of engaging an Englishman from the West-end to visit the colony, and give lessons in English at half a crown a time. The tutoring arrangement has now been in operation for some months, and tutor and scholars are said to be mutually delighted with their studies.

LOCAL AND GENERAL.

The French mail of the 9th November was delivered in London on the 9th inst.

The Ceylon S. Andrew's dinner has been abandoned this year through want of support.

The band of the 13th Rajputs commenced its season at the King Edward Hotel last evening, but it is engaged without any Bandmaster.

The P. and O. Company's s.s. *Morzo*, which left London on 5th ult., took the following specie for Shanghai:—Bar Silver, £94,150.

Inspector Gourlay prosecuted four Chinese shopkeepers in the Police Court this morning for using false scales. Each of the shopkeepers was fined \$10.

Lieutenant H. H. Harwood has been appointed to the gunboat *Bramble*, China Squadron, for duty. Lieutenant Harwood has served in the Royal Navy since May, 1904.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 27th November amounted to 24,064 88 tons and the sales during the period, to 30,920.05 tons.

The Admiralty announce the appointment of Sub-Lieutenant N. R. Peoples to the *Tamar*, additional for the *Whiting*, to date 28th inst., and of Assist. Paym. H. W. Woodward to the *Clie*, in charge, to date 9th inst.

By permission of Colonel Prior and officers the band of the 13th Rajputs played yesterday at the City Hall for the benefit of the French Convention's Bazaar; and gained encomiums from everyone for their well modulated and tastefully played programme. Mr. Coke conducted.

The Offerings in St. John's Cathedral on Sunday next, December 12th, will be given to the funds of the local Church Missionary Association. The preacher at Matins will be the Right Rev. Bishop Ingham, Secretary of the Church Missionary Society, and the Bishop of Victoria will preach at Evensong.

Messrs. Ferguson Brothers, shipbuilders and engineers, of Port Glasgow, have contracted to build a twin screw self-propelling bucket dredger for Japanese owners. This dredger is to be employed in the great basin at Dalry, near Port Arthur. The dredger will be of powerful construction, capable of lifting 1,000 tons an hour at a depth of 45 ft.

The owner of a dog was this morning charged at the Magistracy with keeping a ferocious animal unmuzzled. The complainant was a Chinese postman, who alleged that the animal flew at him near the doorway of the defendant's house and inflicted a bite to his right leg. After evidence had been heard, the case was dismissed. Mr. Otto Koog Sing appeared for the owner of the dog.

The engagement is announced between Edmund F. Gallagher, of the firm of Gallagher and Co., eldest son of the late W. E. Gallagher, of 13, Roland-gardens, S. W., and Mrs. Callaghan, Parkside, Ravenscourt Park W., and Kathleen Louise (Kella) Noble, younger daughter of the late G. E. Noble, of the Hongkong and Shanghai Bank, and Mrs. Noble 37, Inverness-terrace, Hyde Park W.

THE INDIAN OPIUM REVENUE.

A curious state of things (says the *Hongkong Gazette*) has arisen in consequence of the restriction under the Secretary of State's orders of the exports of Malwa opium from Bombay. The limit allowed to be exported in 1910 was booked, it will be remembered, several months ago and during the past few weeks there has been an extraordinary rush to get priority of shipment for 1911 for which year the limit of the number of chests to be exported has not yet been fixed. In the first thirteen days of November in Malwa 17,000 chests passed the scales, the duty of Rs. 600 being paid on each chest so that in all over a crore of rupees has reached the Government Treasury. This gigantic speculation has tightened the money market all round and at the same time has replenished the Government exchequer for the time being, though it represents, of course, only the forestalling of what would ordinarily have been the revenue of the year after next. Its result is to bring the opium receipts for this year which last month were fifty lakhs behind the estimates up to fifty lakhs ahead. It also makes it probable that should cotton now begin to move as the excellence of the harvest of this staple renders probable, the Government of India's year will close with a small surplus instead of with the deficit that has hitherto seemed inevitable.

PARADELL TO GENERAL MACHADO.

CONSUL AND MRS. LEIRIA "AT HOME."

Mr. J. J. Leiria, Consul for Portugal in Hongkong, and Mme. Leiria, were "At Home" yesterday afternoon at their consular residence in farewell to H. E. General Sir Joachim Machado, K.C.M.G., the Commissioner appointed by Portugal to delimit the boundaries of Macao with the Chinese Imperial Commissioner. There was a very large attendance at the reception, including Sir Henry May, Capt. P. H. M. Taylor, Commodore H. Lyon, R.N., and Mrs. Lyon, the Hon. Mr. Murray Stewart, Mr. T. Farnes (Consul for Japan), Dr. Voretzsch (Consul for Germany), Mr. H. P. Tiedemann (Consul for Russia), Mr. Von Wiesner (Consul for Austria-Hungary) and many others. Dancing was kept up until 8 p.m.

At noon today, the Portuguese Commissioner and Capt. J. M. R. Norton (secretary to the Commission) embarked on board the Pacific liner *Nippon Maru*, of the Toyo Kisen Kaisha, for Shanghai en route for Peking. Senhor Leiria and several of his consular colleagues were on Bluff Pier to bid the departing Commissioner "God-speed." Capt. Taylor, A.D.C. to the Governor, was on board the Japanese steamer and transmitted Sir Frederick's farewell wishes to Sir Joachim Machado.

Senhor D. Cinatti, owing to indifferent health, is proceeding to Lisbon by the English mail steamer to-morrow.

VICTORIA REGATTA.

PRELIMINARY HEATS.

The preliminary heats of the V.R.C. Regatta, which will be held to-morrow, were rowed off at 5 p.m. yesterday. A launch left the Club-house at 4 p.m. with a large number of interested spectators to the course, at North Point.

The results were:—

CHAIRMAN'S CHALLENGE CUP:—

1. *Thistle*. F. K. Tata (Bow)
F. Leiria 2
A. J. Makie 3
L. E. Lammert (Stroke)
C. M. S. Alves (Cox)
2. *Rose*. M. A. R. Souza (Bow)
R. A. Carvalho 2
A. A. Carvalho 3
A. E. S. Alves (Stroke)
W. J. Carroll (Cox)

Alves' crew had a very bad start, whilst Lammert had a good one. Lammert was pulling 33, and Alves 30 strokes to the minute. On passing Kellet Island, Lammert dashed ahead and took a clear two lengths lead. While nearing the winning post, he increased his lead and won by about 4 lengths.

Time 9 m. 7 sec.

2ND HEAT.

1. *Rose*. H. S. Jepson (Bow)
S. Bell 2
E. Calvari 3
L. A. Musso (Stroke)
H. W. Pettley (Cox)
2. *Thistle*. A. J. V. Ribeiro (Bow)
H. C. Sayer 2
A. V. Barros 3
C. A. O. Rodrigues (Stroke)
F. F. E. da Silva (Cox)

Both crew started off well, and Musso took the lead, but Rodrigues did not let him have too big an advantage. He rowed well. From about two hundred yards to finish the latter crew slackened a bit, and Musso took a bigger lead. From this to finish Musso spurred and won by fully 3 lengths. Musso's crew was pulling 39 strokes to the minute.

Time: 8 m. 28 sec.

3RD HEAT.

1. *Thistle*. J. M. C. Lopes (Bow)
R. Galuzzi 2
F. L. Rex 3
F. Rapp (Stokes)
F. R. Lammert (Cox)
2. *Leak*. A. R. Ellis (Bow)
J. M. R. Pereira 2
A. H. Carroll 3
J. A. R. Alves (Stokes)
F. X. Britto (Cox)

This heat was the best of the day, and produced a surprise. Contrary to all expectations Rapp's crew finished in front, thus justifying "Razle Dizzle's" prophecy. Both boats started off excellently and held on their course till Kellet Island. From this point a hard tussle ensued. About a quarter of a mile from the finish, hardly anything could be seen of the race as it was getting dark. In the final spurt Rapp won by a couple of lengths.

Time: 8 m. 4 sec.

The tide had a lot to do with the difference in the times.

The regatta commences at 1 p.m. to-morrow.

Secretary's launch will leave the V. R. C. at 12 (noon) to convey spectators and competitors to Fenwick Reclamation Ground.

INTERNATIONAL CHALLENGE CUP.

The Scotch crew for to-morrow's regatta has weakened considerably. They have lost Pollock, their stroke, who is unable to row from the effects of blood poisoning. "Jack" Forbes will take his place, and should no Scotchman, who is in trim, be found to take the vacant place in the boat, F. A. Mackintosh will do so to make up the race although he was doing no training this season.

INTER-CLUB.

The Royal Hongkong Yacht Club's crew will also miss Pollock, and the crew for this race will be the same as that for the International.

HONEYMOON TRIP.

ON THE "STANLEY" TO MACAO.

Lieut. and Mrs. Beckwith, who were married on Wednesday, the 8th inst., proceeded on a honeymoon trip to Macao. The happy couple boarded the Government yacht *Stanley* by the launch *Pink* at 10.45 a.m. on Thursday. On board Mr. Beckwith proceeded to inspect the ship and congratulated her master (Captain G. L. Willoughby) on the way the *Stanley* was "dressed" in honour of the felicitous occasion. A large green garland 8 ft. in diameter was suspended on the stay between the two masts, while three double streamers 8 ft. long were flown on the fore and aft stay. The port and starboard gangways were transformed into bowers of evergreens and flowers; the ladder was draped with flags, and the saloon and bridal chamber artistically decorated with flowers.

Soon after 11 a.m. the *Stanley* left for Macao. The launch *Pink* with the staff of the Harbour Office on board piloted the *Stanley* for some distance, firing off strings after strings of crackers as she led the way for the yacht on the honeymoon journey. Passing the Fairway Buoy, those on board the *Pink* gave three hearty cheers for the popular assistant Harbour official. Lieut. Beckwith and his wife acknowledged the compliment, and the two vessels parted company.

On passing Green Island, Mr. Coleman, the lightkeeper, hoisted the Ensign and dipped three times—a graceful compliment which those for whom it was intended duly appreciated. The *Stanley* responded with her ensign.

Macao was reached at 3.15 p.m., the Colonial Government yacht making fast to the Hongkong, Canton and Macao Steamboat Co.'s wharf, where the bridal party landed well gratified and pleased with their delightful journey. Lieut. Beckwith expressed himself highly gratified with the arrangements for his and his bride's comfort on board, and as if to add to the pleasure of the voyage there was not a ripple on the water and no wind. The day was one of bright sunshine, reminding one of spring-time when, in the words of the Laureate, "young hearts turn to thoughts of love." The *Stanley* left for Hongkong the same afternoon, reaching port at 8.30 in the evening.

RHIO STRAITS COLLISION.

JUDGMENT OF COURT OF INQUIRY.

Judgment was given by the Marine Court of Inquiry yesterday afternoon, 9th ult., in the collision between the French mail steamer *La Seyne* and B. 1 *Onda* in the Rhio Straits on November 14. The judgment was as follows:—

In the matter of an inquiry held at Singapore on the 23rd, 24th, 25th and 26th days of November before Littleton Edward Peck Wolfartian, assisted by Charles Amyas Radcliffe, Henry Percy Douglas, Edwin Frederick Stovell and Henry Sutherland Huxwell into the circumstances attending the loss of the steamship *La Seyne* in collision with the steamship *Onda*, the Court finds as follows:—

(1) The steamship *Onda* was properly (2) found in a thoroughly seaworthy condition on leaving Singapore on the 13th November 1909 bound for Tegal and Java ports.

(3) The steamship *La Seyne* was (4) properly found in a thoroughly seaworthy condition on leaving Batavia on the 12th November 1909 bound for Singapore.

(5) The usual and proper complement of officers was available for duty on both ships.

(6) The masthead light of *La Seyne* was reported to be the Master of the *Onda* and seen by him about 4 a.m. and her green light at 4.10 a.m. The bearing of the lights of *La Seyne* was then about 4 point on the port bow of the *Onda*. The *Onda* was then in a position North 22 East, (with the leading lights in transit on Pulo Tujoh) and three miles from Pulo Sau light.

(7) A look out man was on duty on board the *Onda* and he reported the lights to the officer on the bridge prior to the collision.

(8) There is no evidence to show whether the lights of the *Onda* were or were not observed by *La Seyne* until immediately before the collision. The look out man and the officer in charge of the deck of *La Seyne* were both drowned.

(9) There is no evidence to show whether there was a look out man on duty on *La Seyne* after 4 a.m. or whether a report of any light was made.

(10 and 11) Under article 19 of the Regulations for the prevention of collisions at sea it was the duty of *La Seyne* to keep out of the way of the *Onda* and she failed to do so, not taking action until too late when a collision was imminent, thereby infringing the article.

The action eventually taken by *La Seyne* caused her, while under a port helm, to cross ahead of the *Onda* thereby infringing Article 22. The master of the *Onda* in starboarding his helm, before he was justified in doing so, committed an error of judgment. Further the master of the *Onda* in going hard a-starboard when collision was imminent did not take such action as would best aid to avert a collision.

(12) Every possible step was taken by the officers and crew of the *Onda* to save the lives of the passengers, officers and crew of *La Seyne*.

(13) *La Seyne* sank 14 minutes after the collision and there was no time to do anything to save life.

(14) Ninety-three persons are believed to have lost their lives in the collision.

(15) *La Seyne* by infringing articles 19 and 22 was the direct cause of the collision. The master of the *Onda* for the error of judgment committed immediately before the collision deserves censure.

(16) The damage to the *Onda* is set out in the certificate of the Inspector of Marine Surveys, attached.

(17) *La Seyne* sank in 18 fathoms of water and is probably a total loss.—*Singapore Free Press*.

SURGEON A. R. Schofield has been appointed for duty at Hongkong hospital. He is a specialist in tropical diseases.

THE HASTINGS PROSECUTION.

RAIL ALLOWED IN THE SUM OF \$25,000.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this afternoon, the case was again mentioned in which Lam Fok Chiu, an unemployed insurance broker, is charged with the alleged receiving of the sum of \$24,000 from Mr. John Hastings under false pretences with intent to cheat and defraud. Mr. F. B. L. Bowley (from the Crown Solicitor's office) prosecuted and Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) appeared for the defendant.

Mr. Bowley addressed his Worship and reiterated his wish that he should appear on the record as the Crown Solicitor.

Mr. Shenton contended that before his Worship could adopt a procedure which was wholly and totally unknown to that Court, his Worship must be satisfied that there was such a procedure when there was no informer, that is, ex-officio informer. He submitted that unless the informant appeared on the record in his own name or that of his solicitor, his Worship was bound, as his duty to the prisoner, to discharge the defendant.

Mr. Bowley at this juncture announced that the Crown did not appeal as a common informer.

Mr. Shenton—Will your Worship please make a note of that? I may have to make use of it another day.

The case was formally remanded till 10 o'clock on the 17th inst., bail being allowed in the sum of \$25,000.

EXAMINATION OF PRINCE ITO'S ASSASSIN.

TREATMENT OF PRISONERS.

The *Hui* reports that the examination of the assassin of Prince Ito and his accomplices at Port Arthur by Procurator Mikobuchi is progressing, but the particulars of the proceedings are strictly concealed from the public. The documentary evidence collected makes a large volume, and includes letters in Russian, Chinese, and Korean, besides telegrams, to obtain which a considerable sum of money has been paid. Dozens of telegrams appear to have been received by the accused daily from Vladivostok, Shanghai, Harbin, and Korea.

The prisoners are said to be satisfied with the treatment accorded them in prison. It is a rule of the Port Arthur Prison to treat Koreans on the same level as the Chinese, but an exception has been made in the present case, the assassin and his accomplices being treated like Japanese. It is alleged that no torture or flogging is resorted to in the examination. The prisoners are allowed to say what they please. Shortly after the assassin was put in prison, he wrote down the reasons for his crime, but what he had to say, remarks the report, was based on a misunderstanding on his part.

POLITICAL ASSASSINATION.

A writer in the Echo de Chine, commenting on the reasons given by the assassin of Prince Ito for his crime has the following remarks:—

"The list of reasons given by the assassin of Prince Ito to accuse his crime has nothing new in it. The murderer, like all his brethren in political assassination, claims to be a meteor of justice, a champion of his country. Rightly or wrongly, he regarded Prince Ito as oppressor of his country and killed him without hesitation. The Indian who assassinated Sir William Curzon Wylie in London some months ago also regarded himself as a justice-worker, exactly as did those who two years ago shot the King of Portugal and his son.

"One of the characteristics of these political justice-workers is their absolute contempt for death. They have sacrificed their lives in advance, and having accomplished the blow, rarely seek to escape. They are a special type of visionaries who see nothing but the task which they have set themselves to accomplish without regard for the consequences. Their folly hides the senselessness of their deeds. Their ideal is summed up in these words: 'By suppressing the cause, the effect will also be suppressed'—a maxim which was never a false one in the case of political assassination. [It is not the maxim that is at fault, but its misconception by the assassins as to what is the cause.—Ed. J. C.] All political assassinations have been based on this maxim, from Charlotte Corday slaying Marat in his bath to the Korean striking down Prince Ito on his arrival at Harbin. And despite all that will be done, despite all the measures that will be taken, there will still be pseudo justice-lovers convinced that they have a special mission to accomplish on earth and that they must fulfil it cost what may. Despite all that is said they will not realise that their revengeful acts make them murderers and that, political or not, a murder is always a murder."—*Japan Chronicle*.

DR. MORRISON'S BROTHER.

FATAL SHOOTING ACCIDENT.

Mr. C. Norman Morrison, M.A., principal of Geelong College, was accidentally killed while out shooting on his farm in the Mounts Moriac district, yesterday, says a Melbourne wire of November 14. Mr. Morrison was getting over a fence when his gun exploded and inflicted such terrible injuries that he died shortly afterwards. He was single, and 45 years of age. The deceased gentleman was a brother of Dr. Morrison, correspondent of London Times at Peking. The news of his death will be received with deep regret throughout Australia, as there are old Geelong collegians in each of the other States. We are very sorry to hear of the death of Mr. C. N. Morrison. His sister was married here, in St. Andrew's Church, on January 22, 1906, to Mr. Lancelot E. Grant, Barrister-at-Law, Singapore, and tennis champion of that town. Mr. Morrison came to Ceylon with her on that occasion. Mr. and Mrs. Grant were in Colombo last spring, when the Australian tennis players, Dr. Parker and Mr. Quill, were here on their way home. Captain O'Brien.

FOOTBALL LEAGUE.

FIRST DIVISION.

To-morrow afternoon's fixtures for the tenth round of the first division are:—
R.G.A. vs. Kowloon Football Club, at the Military Ground, 4 p.m. Referee, Quarter-master Sergt. Dunsfether.
Naval Yard vs. Royal Engineers, at the Naval Ground, 4 p.m. Referee, Gunner Marsh.
The following will represent the Kowloon Football Club in the match against the R.G.A.—Foulkes (Goal), Morris and Van Ginkel (Backs), Clements, Blackburn and C. Wilkie (Halfbacks), Hedley, Howell, Brown, T. Wilkie and Mead (Forwards).

SECOND DIVISION.

The fixtures in the eighth round of the above division are as follows:—
Lusitano Recreation Club vs. B. O. C., at the Military Ground, 2.30 p.m. Referee, S. pper Heigh, R. K.

3rd Co. R. G. A. vs. M. R. C., at Lyemmen Ground, 4 p.m. Referee, Corp. K. Ily, A. S. C.

B" Co. Buffs vs. 8th Co. R. G. A. at Parade Ground, 4 p.m. Referee, Sapper Scarlett, R. B.

The B. O. C. team for to-morrow's match are:—K. Khan (Goal), A. A. Abbas, and J. Redfern (Backs), J. Chew, G. Caborn and Stemmen (Halfbacks), D. Baptista, S. Jox, Y. Abbas, J. Heigh and B. Musket (Forwards).

L. R. C. team:—L. G. Cordeiro, T. A. Cordeiro, J. F. Castro, F. M. Cruz, R. G. Silva, H. A. Hyndman, V. Azevedo, F. Soares, C. Sequeira, F. A. Hyndman and C. Lopes.

M.R.C. team:—(Goal) N. M. Box, (Backs) J. M. Dyer and Alim Khan (Halfbacks): H. G. Markar, F. Mootie and Ali Bux (Forwards). R. Nazarin, M. Rumjahn, S. Hariani, N. Rumjahn and C. G. Markar.

HONGKONG FOOTBALL CLUB vs. H.M.S. "MONMOUTH."

The following have been chosen to represent the Club in a friendly game against H. M. S. *Monmouth* to-morrow afternoon on the Club Ground at 4 p.m. sharp.

(Goal) F. H. Kew, (Back) E. F. Accott and J. McCubbin, (Halfbacks) H. W. Kilby, R. C. Barlow and Ricketts, (Forwards) A. Aitchison, I. L. Goldenberg, A. Hamilton, J. D. Danby and H. L. O. Garrett.

CRICKET.

"TELEGRAPHS AND DODWELL'S C.C." vs. KOWLOON C.C.

The league match between the "Telegraphs and Dodwell's C.C." vs. Kowloon Cricket Club will be played to-morrow afternoon at Happy Valley, commencing at 2.15 p.m. sharp.

The following have been selected to play for the "Telegraphs and Dodwell's C.C."—R. B. Beattie, E. G. Barrett, T. C. Buckland, C. T. Hoss, A. R. Luckie, W. Manning, E. G. Oliver, R. E. H. Oliver, C. E. Shields, W. Waterhouse and A. H. Young.

H. K. C. C. "A" vs. R.G.A.

This league match will be played off to-morrow afternoon at 2.15 p.m., on the Cricket ground. The Cricket Club "A" team will be represented by Hon. Dr. G. M. Atkinson, Messrs. O. J. Baras, A. A. Claxton, E. C. Nagen, J. Hall, H. Hascoc, E. Irving, A. C. Leith, A. Mackenzie, H. S. Sweeting and A. N. Other.

KOWLOON "A" vs. WATSON'S C.C.

Watson's Team:—James (Capt.) Spittles, Solter, Hay, Spurge, Robins, Williams, Taylor, Tarrant, Craik and Phillips.

CYCLONE IN THE COCOS.

RUMOURS OF HEAVY DAMAGE ON THE ISLANDS.

News has been received in Singapore that a severe cyclone has recently swept over the Cocos Islands, in the Indian Ocean. Details are scanty, but it is understood that the visitation was of a more serious nature than has been experienced for many years and that the damage has been extensive. The group consists of about a dozen coral atolls, whose surface at no part is

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIA.

PROVINCIAL INQUIRIES.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Viceroy of the different Provinces have addressed telegraphic inquiries to the Central Government concerning recent events in Manchuria.

The Central Government has replied by wire that the territory is safe enough, but they expect some little difficulty in connection with railway affairs, on account of which the Central Government experience some uneasiness.

STAMP LAWS.

POSTPONEMENT SUGGESTED.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Provincial Viceroys have telegraphed to the Ministry of Finance not to enforce the stamp laws.

They are afraid that its enforcement might result in difficulties and delays, and recommend that modifications should be made.

The Ministry of Finance feel embarrassment as to how to act.

LATE SHUN KANAI.

REGENT'S SYMPATHY.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Prince Regent is going to express his condolences with the family of the late Shun Kanai on the 20th inst.

YUNNAN RAILWAY.

ALLEGED FRENCH INTERFERENCE.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The high officials of Yunnan have telegraphed to the Throne to the effect that the French frequently interfere with the railway affairs and suggest that a *modus vivendi* should be agreed upon to prevent the differences.

MANCHURIA.

NEGOTIATIONS WITH JAPAN.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

During the past few days, Prince Chin, Grand Councillor Na Tung and H.E. Liang Tun-yin, president of the Waiwupu, have been negotiating with the Japanese Minister on the question of the Three Eastern Provinces.

THE WAR MONUMENT AT PORT ARTHUR.

THE UNVEILING CEREMONY.

The monument erected at Port Arthur in commemoration of the soldiers and sailors who perished there during the late war was completed on the 12th ultimo, and the unveiling ceremony took place on Sunday, the 28th ult. The monument is on the summit of Peiki Hill. Fine weather prevailed on the day of the ceremony. About 8 a.m. the proceedings were opened in the presence of Princes Fushimi and Kitashirakawa. The monument was unveiled by General Ohima, the Governor-General of Kwantung. A large number of military and naval officers were present, headed by General Nogi and Admiral Togo, who represented the Army and Navy respectively. Members of the bereaved families of soldiers and sailors killed also attended the ceremony. Admiral Togo read a dedicatory address in front of the monument, and was followed by General Nogi, who delivered an impressive address, which was listened to with deep emotion by those who recalled that General Nogi's two sons were killed at Port Arthur. Countess Nogi was present. The two Imperial Princes also paid homage to the monument in accordance with the Shinto rites. The remainder of those present followed the example, and the proceedings closed about noon. *Japan Chronicle.*

THE "CYCLOPS" CASE.

IMPORTANT CROSS-EXAMINATION.

The case, was resumed before Mr. E. R. Hallifax (First Police Magistrate) this afternoon in which four Chinese ex-pleas officers in the employ of the Opium Farm are charged with an alleged assault on four tallymen on board the s.s. *Cyclops* on the 11th August last. Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Mar's) prosecuted and Mr. W. E. L. Shenon (of Messrs. Deacons, Looker and Deacon) appeared for the defendants.

Mr. Gedge stated that he was going to make some strong remarks regarding the conduct of the Police. He had been wholly misled on the question of identification and he applied for leave to call Mr. Wodehouse.

His Worship did not think the question of identification affected the case.

Mr. Gedge disagreed with his Worship's view and declared that the Police had strict instructions to observe certain formalities and he wanted to know why he had not been communicated with. He only wished to call Mr. Wodehouse. His Worship had power to call any witnesses.

Mr. Wodehouse then went into the box and deposed to certain Police regulations with regard to the question of identifications.

Mr. Gedge (to witness)—I want to know why, having that regulation in mind, you, as an Officer in the Police, did not comply with the regulation?

Mr. Wodehouse—It was not a Police identification.

That's your only excuse for not complying with the regulations?—That's my reason.

Then why did you appeal to me as to whether I wanted the Police to be mixed up in the case?—Because I considered that you were in charge of the identification.

Do you mean to tell me that that was the only reason which debarred you from conducting the identification according to the regulations?—Yes.

Whom did you think I was acting for?—Butterfield and Swire.

Don't you think it would have been better to have conducted the case according to the law?—Yes.

Then why did you not do it?—Because I was not in charge.

His Worship (to witness)—Have you ever had any identification before which had not led to a prosecution?—Not that I remember of. As far as I remember, it is always been a Police charge.

Have you any idea of having had any identification which had led to a summons or arrest?—The identification has never been disputed. A Chinese witness was then called.

Mr. Gedge put a certain question to the witness to which Mr. Shenon took exception. His Worship held the same view as Mr. Shenon.

Mr. Gedge—I can ask any question I like of the witness.

Mr. Shenon contended that his friend was cross-examining a privileged witness and said that he must ask his friend to conduct the case according to the law.

Mr. Gedge—You better go and read a book on cross-examination.

Mr. Shenon said his friend could not go against his Worship's ruling.

Mr. Gedge—His Worship has not ruled against me. If he does so, then, with all due deference to his Worship, I shall point out to him that he is wrong.

His Worship (to Mr. Gedge)—I must rule against you, Mr. Gedge.

Mr. Gedge (to Sergeant Wilson)—Have you made a statement in writing to the Captain Superintendent of Police regarding this affair since the 11th of August?

Mr. Shenon objected on the ground that information obtained by the Police was privileged.

Mr. Gedge asked his Worship to make a note of Mr. Shenon's objection.

His Worship—It is quite unnecessary.

Mr. Gedge—I am entitled to have a note taken down of my friend's objection, so that in case of appeal the matter can be properly argued.

His Worship did not agree with Mr. Gedge.

Mr. Gedge—Your Worship refuses to take down my friend's contention?

His Worship—Yes.

Mr. Gedge at this stage asked for permission to see a certain document and proceeded to read authorities in support of his application.

His Worship—I refuse permission.

Mr. Gedge—I am entitled to the document.

Mr. Shenon—It is a privileged document.

Mr. Gedge read further authorities and said that no evidence which the Sergeant gave could be privileged and therefore any evidence in writing could not be privileged. He asked his Worship to adjudge the case in order to allow of a fuller consideration of the law.

His Worship decided to continue with the case.

Mr. Gedge (to witness)—Did you tell the Chief Officer that if he interfered you would lock him up?

Mr. Shenon objected.

Mr. Gedge (to witness)—Did you tell him you would lock him up?—No.

Do you mean to say they did not remonstrate with you?—They said that the men had been held by their queues.

Didn't they say that they had been cruelly treated?—No, not to my knowledge.

Did both the Chief Officer and the Captain talk to you at the same time?—No, they talked one after the other.

The Captain was equally strong about the matter?—Same as the Chief Officer.

Did you tell the Captain "You better go and read your Hongkong regulations"?—No.

Did you really think that the Captain honestly believed that a Sergeant in uniform had no authority on board?—Yes, I really thought that and I told him that a coolie would have known better.

Did the Captain obstruct you?—There was no physical obstruction but his demeanour almost amounted to that.

Did the Chief Officer also obstruct you?—Yes.

Now, Sergeant, I want you to tell the Court what led you to believe that his demeanour amounted to obstruction?—The Captain stood on the gangway and said that the uniform was so proper, that anyone could wear a uniform and that I had no right to arrest the four men. And the Chief Officer?—He did the same thing. He did the same thing?—Yes.

Do you really think that the Captain meant to insinuate that you were masquerading in Police uniform?—Yes.

Didn't you tell him it was all right and that if he interfered it would be at his peril?—I don't remember. I may have said it.

And he in like manner said that that would be brutality?—He may have said it.

Did you make a statement in writing to the solicitor for the defendants?

Mr. Shenon objected and was upheld by his Worship.

Mr. Gedge asked for a reduction of the statements to the Captain Superintendent of Police and the solicitor for the defendants.

The application was complied with.

The case was then remanded till 4.30 p.m. on Tuesday next.

CANTON DAY BY DAY.

DEPARTING OFFICIALS.

[From Our Own Correspondent.]

Canton, 9th December.

Taotai Wong Ping Yun, resident Director-General of the Canton Hankow Railway at Canton, and Wong Ping Pih, ex-Taotai of Constabulary of the Kwangtung Province, who are brothers, left here on the 8th instant on board the gunboat *Po Pih* for Hongkong, where they will tranship to Shanghai en route to their native province of Szechwan to make arrangements for the interment of their father, Admiral Li Chun, who is also a native of the Szechwan province, accompanied the Taotais to Hongkong to see them off.

CANTON-HANKOW RAILWAY.

The Canton-Hankow Railway Company received, on the 7th instant, a telegram from the Ministry of Posts and Communications at Peking advising that the Ministry had deputed two of its members, Lum Ping Cheung and Leung Yung Wu, to proceed to the Southern capital to make an inspection of, and report upon the progress of the work on the construction of the Canton-Hankow railroad. The Railway Company has been instructed to give every possible facility to these two officials while on their mission.

PRESS AGITATION.

The Chinese newspaper *Mun Hui Yat Po* at Shanghai was closed by order of the Shanghai Taotai, Tsai Nai Huang, on charges of making certain comments which were alleged to be unfavourable to the Japanese. On this account complaints were lodged by the general public against the action of the Shanghai Taotai. Yesterday the Canton Press Society sent a telegram to Tsai Nai Huang asking him to release their contemporary at Shanghai otherwise they will denounce him even though he is a Cantonese.

SELF-GOVERNMENT SOCIETY.

A general meeting has been arranged for the 9th instant by the Canton Self-Government Society to discuss the following matters:—

1. How to deal with the President of the Ministry of Foreign Affairs, H.E. Liang Tun Yen, a native of Canton, for his grave fault in the case of the Manchuria Convention.

2. How to deal with the Shanghai Taotai, Tsai Nai Huang, also a native of Canton, for his action in closing the *Mun Hui Yat Po*, a newspaper at Shanghai.

To make protest against the letting of the fall for an increased rental to the detriment of the general public.

FLOOD RELIEF.

The Canton Central Relief Committee has remitted a sum of \$50,000 to H.E. Chang Jen Chun, Viceroy of the Liang Kiang provinces, in aid of the flood sufferers at Kiang Pei.

EASTERN CADETSHIPS.

THE CIVIL SERVICE COMPETITIVE EXAMINATION.

From the list showing the various services to which the successful candidates in the concurrent open competitive examinations, held in August 1909 for (i) the Civil Service of India, (ii) Clerkships (Class I) in the Home Civil Service, and (iii) Eastern Cadetships in the Colonial Service we give the names of those assigned to the Eastern Cadetships, including appointments to Ceylon, the Straits Settlements, the Protected Federated Malay States, and Hongkong:

Hubert Ernest Newham, Dean Close Memorial School, Cheltenham, Oxford (St John's), Arthur Mitchell Goodman, King Edward VI. School, Both, Oxford (New) Guy Stanley Woodman, Rosalind Cambridge (Jesus) James Devane, St. Munchin's Limerick, Royal University of Ireland (Queen's College, Cork), Mark Aitchison Young, Eton, Cambridge (King's), Mungo Tennent Archibald, Hamilton Academy, Glasgow, Oxford (Pembroke), William Kenneth Hunter Campbell, Rosalind, Oxford (Wadham), Robin Ernest Gordon-Walker, Rugby, Cambridge (King's), Richard Bourke Osborne, Cheltenham College, Oxford (Wadham), Roger Edward Lindell, Uppingham, Cambridge (King's Henry Augustus Forster, Dulwich College, Cambridge (Magdalene), Samuel Burnside Boyd McElderry Campbell College Belfast, Trinity College, Dublin.

RUBBER NOTES.

LINGOI PLANTATIONS.

Messrs. Guthrie and Co. (agents) advise that the directors of the above have declared a second interim dividend of 25 per cent. payable on Dec. 23.

Labu (Guthrie and Co.) output.

Nov. 09 11 mos. Nov. 08 11 mos.

9468 72374 4073 25831.

JAPANESE CONSUL ON TOUR.

MR. SEGAWA'S DEPARTURE.

Mr. A. Segawa, Consul-General for Japan in Canton, has just started on a tour of his consular district. The Japanese official came over from Canton two or three days ago and this morning embarked on board the German steamer *Helios* bound for Hobei. Mr. Segawa will visit the small community of his compatriots at that port and then resume his tour covering the whole of Kwangtung which is within his Consular jurisdiction.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Most stocks during the week under review have exhibited steadiness, and in the case of Unions and Hongkong Banks some advance has to be recorded. Rubber shares have shown a tendency to weakness, during the week, and close steady. Any decline in the value of stocks has been in sympathy with London, influenced no doubt by the drop in the price of the raw material. Latest telegraphic advices to hand quote Rubber Hard fine Para at 7½ per lb.

The seventh annual meeting of shareholders in the South China Morning Post, Ltd., is advertised to take place on Wednesday, the 15th inst., at noon. The register of shares was closed on the 8th inst. and will be re-opened after the meeting.

Banks.—Hongkong and Shanghai Banks have been sold at \$95 and \$97½ closing firm at the rate. The London price has risen to £9½. Nationals continue in demand at \$55.

Marine Insurance.—Cantons have been sold at the reduced rate of \$150. An unsatisfied demand exists for North Comas but shares are scarce and difficult to obtain, and the quotation is purely nominal. A further advance has taken place in Unions and after sales at \$890 have more inquiries at the rate. Yangtzes are reported sold in the North at \$125.

Fire Insurance.—China Fires have been sold at the improved rate of \$117½, closing in demand. Hongkong Fires remain weak and on offer at \$375.

Shipping.—Hongkong, Canton and Macao Steamboats have found buyers at \$304 and at the close are required for at \$304. Indo-China can possibly be placed at \$60. In the North Sales are reported at Tls. 43. Shell Transports have been dealt in at 66½ during the early part of the week and at the close there are buyers at 67½. Star Ferries, old, are wanted at \$25, while the new shares are quiet at \$14½.

Refineries.—A considerable business has been done in China Sugars between \$158½ and \$159½ the market closing quiet at the latter rate. Luzons are firmer, with inquiries at \$21. Perak Sugars have been dealt in at Tls. 34½ in the North.

Mining.—Sales are reported of Chinese Engineering at Tls. 10.30. Raubs continue on offer at \$7½.

Docks, Wharves and Godowns.—Kowloon Wharves are easier and can be obtained at \$61½. Whampoa Docks, after declining to \$50, at which price small sales have been put through, are firmer and wanted at \$54½. Shanghai Docks show an improvement on last week's quotation and are quoted at Tls. 77. Hong Kong Wharves have also improved and can be had at Tls. 130.

Land, Hotels and Buildings.—Hongkong Hotels, old and new, are wanted at quotations. Sales of Hongkong Land have been effected at \$102, and more can be placed at the rate. Humphreys Estates have changed hands at \$8. West Points are wanted at \$44.

Cotton Mills.—Hongkong Cottons have improved and sales have taken place at \$64. Ewos are firm with buyers at Tls 134. According to latest mail advices to hand from the North, changes in other Northern Mills are as follows:—Internationals Tls. 75. Lan Kang Mows Tls. 105 and Soychoes Tls. 440.

Miscellaneous.—China Light and Powers have been dealt in at \$6 closing with further buyers. China Providents have changed hands at \$94 and Green Island Cements at \$7½, the latter closing with sellers at the rate. South China Morning Posts are steady at \$4. In their report for the year ending 31st August 1909, the directors of this company state that the profit for the year is \$25,506.29 and after deducting this amount from the debit balance of \$56,602.07 as per last balance sheet there will be a balance of \$31,096.38 to be carried to the debit of next year's account. Langkats have further improved and are wanted in the North at Tls. 780. Sumatras have strengthened to Tls. 117½, at which rate buyers prevail.

Rubbers.—There are buyers of Anglo Malays at 14½. Balgownies are firm at \$70. Castilefides are wanted at 50½ and Golcondas at 57½. Damansaras have changed hands at 78½ but close slightly weaker. Highlands and Lowlands are in demand at 62½. Kamunags are easier at 3½. Kuala Lumpurs have declined to 86½ at which rate sales have taken place. Linggis have also weakened but have buyers at 24½. Ragallas are on offer in Singapore at \$16. Ledburys have buyers at 45½. Sheldons have sellers at 31½. Sungai Chohs have risen to 35½ (partly paid) at which rate they can be placed. Sandycrofts continue in favour at \$775 (S'pore) Sungai Kapars have been sold at 72½.

Exchange.—The Bank's selling rate on London is 10½ on demand, The T/T rate on Shanghai is 75½.

Dividends Payable.—Anglo Malays—Second interim of 12½ per cent. for 1909. Langkats—Final of Tls. 12½ and bonus of Tls. 7½ for 1909. Yalambrosas—Interim of 1¼ for 1909. Linggis Quarterly dividend of 6d. per share.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

December settlement 20th December.

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th December, 1909. [326]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 16th December, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee and the Consignee's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 10th December, 1909. 1458-459

Events Coming.

Friday, 10th December.

Theatre Royal, "Merrymakers," 9 p.m.

Saturday, 11th December.

Victoria Regatta 1 p.m.

Hughes and Hough, Miscellaneous Articles sale, 2.30 p.m.

Hongkong Gun Club Championship shoot, in the afternoon.

Football Matches, Happy Valley.

Theatre Royal, "Merrymakers," 9 p.m.

Phoenix Club Smoking Concert.

Monday, 13th December.

Hughes and Hough, Furniture sale, MacDonnell Road 2.30 p.m.

Victoria Recreation Club, Extraordinary General Meeting, 6 p.m.

Tuesday, 14th December.

Geo. P. Lamart, Furniture sale, 2.30 p.m.

Organ Recital, in St. Peter's Church, 5.30 p.m.

Wednesday, 15th December.

South China Morning Post, Ltd., Annual Meeting, in the Offices of Dr. Noble, Bank Building, Noon.

Saturday, 18th December.

A. A. A. Sports Meeting, Kowloon Track.

Saturday, 25th December.

Public Holiday.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Wednesday, 29th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Intimations.

WE RECOMMEND A TRIAL

OF OUR

OWN MAKE

PORK

SAUSAGES

25 cents per lb.

THE

DAIRY FARM Co.,

LIMITED.

H

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration).
Connecting with Royal Mail Steamship Line.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 25TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers of the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate class Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43/-
Via New York 45/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA LAISANG	"KONGSANG"	SATURDAY, 11th Dec., Noon.
SHANGHAI	"KONGSANG"	TUESDAY, 14th Dec., Daylight.
SHANGHAI	"WINGSANG"	WEDNESDAY, 15th Dec., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th Dec., 4 P.M.
CHIEFOO & WEIHAWEI	"CHIEFSANG"	TUESDAY, 21st Dec., 4 P.M.
SINGAPORE, SARANGANI & S'YAYA FOOSHING	"FOOSHING"	TUESDAY, 21st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	"KUTSANG"	SUNDAY, 26th Dec., Daylight.
S'GAPORE, PENANG & CALCUTTA NAMSANG	"NAMSANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang, Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantass Ports, Oporto, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
Telephone No. 61.
Hongkong, 10th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

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AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	13th Dec., 4 P.M.
MANILA	"TAMING"	14th Dec., 3 P.M.
SHANGHAI	"CHENAN"	16th Dec., 4 P.M.
SHANGHAI	"ANHUI"	19th Dec., Daylight.
MANILA	"TEAN"	21st Dec., 3 P.M.
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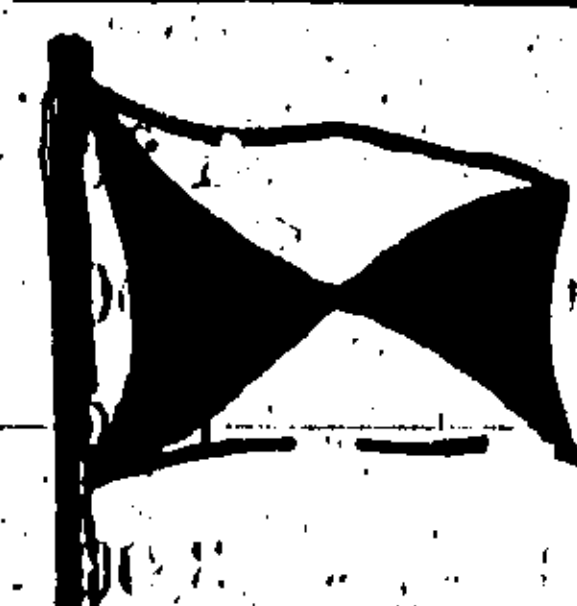
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HONGKONG—MANILA.

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(ESTABLISHED 1881.)

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五拜禮

號十月二十年集港香

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BIRTHS.
On December 1, 1900, at Shanghai, to the Rev. and Mrs. J. T. McCutcheon, of Chinkiang, a son.
On December 3, 1900, at Shanghai, the wife of Mr. D. Warden, of 5 Macgregor Road, of a daughter.

MARRIAGES.
On November 27, 1900, at Stockholm, Axel A. Johansson to Margaret Adelaide Orwin, daughter of the late William Orwin, Shanghai.
Molloy—On December 1, 1900, at Shanghai, Humphrey R. U. Cotterill, R.M., to Mary Isabelle Molloy, eldest daughter of Mr. and Mrs. Molloy, Shanghai.
On December 1, 1900, at Shanghai, the Rev. Edward Rowlands, B.A., R.D., of the London Mission, to Florence Mildred Sherwood, of Madagascari, to Florence Mildred Sherwood, of Penarth, Wales.

Mitchell de Tuzelmann.—On the 7th December, by special license, at Hongkong, Christopher Berkeley Mitchell, Captain Superintendent of Police, Kulungu, Amoy, to Maud Agatha, widow of the late E. W. de Tuzelmann, Surgeon, R.N.

DEATHS.
On November 29, 1900, at Oratia Auckland, New Zealand, John Lee Thompson (late of Suma, Japan), the beloved father of Mrs. C. M. Manserv. (By cable.)

On December 3, 1900, at Shanghai, H. F. Bruckner, Examiner, I. M. Customs, Nanking.

On December 3, 1900, in London, Jean Jardine, Laedale, infant daughter of Mr. and Mrs. David Laedale, aged 11 months.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, DECEMBER 10, 1900.

COMMONSENSE AND CHINESE.

(4th December.)

In a recent leading article the *Straits Echo* remarked that "in these days, when so much interest is taken everywhere in China and the Chinese, and much nonsense written and published about them, it is desirable that essays by men like Mr. Wei-Ching W. Yen, Second Secretary of the Imperial Chinese Legation in America, should receive full attention." He discusses the relations of the United States and China, in a pamphlet issued in an admirable series by the American Association for International Conciliation, but most of his general and incidental remarks have a wider and equally important application. The leader then proceeds: "There is a Chinese saying to the effect that between right and wrong the public is an equitable judge. Chinese both of high and low degree act on this axiom. Sir Robert Hart has said that the Chinese 'believe in right so firmly that they scorn to think it requires to be supported or enforced by might.' It does seem a pity that intercourse with the rest of the world should be tending to discredit this amiable theory. Many of us (foreigners) also regard it as a philosophical truth, but in our practical, inconsistent way, we do not trust in it absolutely. A popular saying with these writers, discursive of concealing their ignorance of the Chinese, is that which describes the Chinaman as esoterically unknown and unknowable, incomprehensible, inscrutable, contradictory, and so on. This clever and witty Chinese writer says he is reminded thereby of the conventional characterisation of woman in a comic paper. Chinese are very much like other human beings, in all that is vital and important. The arguments which Bacon puts into the mouth of Shylock are all applicable, in his case, his peculiarities being as immaterial, and 'due to centuries of segregation.' These peculiarities show signs of disappearing as intercourse extends." In support of its argument our Penang contemporary quotes:

Always a nation that delighted in books and was possessed of literary talent, we have had a literature equal in extent and quality to that of Greece and Rome. Very few Westerners who have mastered our language have not echoed and re-echoed the sentiment that "untold treasures lie hidden in the rich loaves of Chinese literature." This mine of intellectual wealth has been enriched by the translation of the best works of the West. John Stuart Mill, Huxley, Spencer, Darwin and Henry George, just to mention a few of the leading scholars of the modern age, are as well known in China as in this country. The doctrine of the survival of the fittest is on the lips of every thinking Chinese, and its grim significance is not lost on a nation that seems to be the centre of the struggle in the Far East. Western knowledge is being absorbed by our young men at home or abroad at a rapid rate, and the mental power of a large part of four hundred millions of people, formerly concentrated on the Confucian classics, is being turned in a new direction—the study of the civilization of the West.

Socially, an agricultural people is being transformed in a sudden into a manufacturing and industrial nation. New desires have given birth to new wants; the railway and the steamship must take the place of the mule cart, the sedan chair and the houseboat; gas and electricity supplant the paper lantern and the oil lamp; the roar of the loom bewilders the factory girl who has been used to the hand-weaving machine; and the smoke of factories and arsenals threatens to soil the blue of our skies and make hideous the exterior form of nature as it has done in the West. The foreign trade of Shanghai is already greater than that of Boston, while the greatest sea-port in the world, measured by the tonnage of its vessels, is the island of Hongkong, a stone's throw from Canton.

There is a public opinion in China now that makes itself heard and obeyed. No longer is it possible to hold to the conception that China stands for a few men in power and that their will is the law of the land. As Mr. Elihu Root has recently expressed it, "The people now, not Governments, make friendship or dislike, sympathy or discord, peace or war between nations." The people of China are gradually coming to their own, and with the elaborate preparations now being made for a constitutional government, it is only a question of a few years when a Chinese parliament becomes an established fact, and another member of the human family added to the ranks of liberal government.

The article in our Southern contemporary which we reproduce concludes: "The gains and losses of civilization as we understand it are fairly balanced, and if the Chinese have seemed to us slow in accepting our offerings as unimpaired blessings, we cannot respect them any the less for that. We speak of them sometimes as ultra-Conservative. Conservatism is more natural, more in accordance with human nature, than is Radicalism. If we have correctly read between the lines of history, or there would have been greater political fickleness than we have known, speedier changes of conditions that have bred open discontent, more disastrous administrative experiments. In some things, as the foregoing extract shows, China has not been unwisely deliberate. In other things, which we would fain see altered, China has no monopoly. The perfect Government, securing the greatest happiness of the greatest number, is as yet undescribed in all the Year Books we know of. It would be difficult for us to improve on the moral order of Chinese civilization, on the filial piety of the nation, on the people's family and clan affection and loyalty. As an un-Christian nation, the Chinese

people as a whole set an example to the so-called Christian nations of simplicity of living, of patience under affliction, and of industry, which makes the labours of the missionaries (from a utilitarian point of view) singularly impertinent. As lovers of peace and tranquillity, they make our professors of the gospel of peace look the sorriest humbugs. It is a pity that in our natural pride in teaching them a thing or two about science, some foreigners should make the rest of us ridiculous by talking of converting them from barbarism to civilization. The Chinese who called us barbarians were ridiculous enough; our own people might have taken warning from their egregious mistake." Into the arguments in favour of a *rapprochement* with America, we prefer not to enter. Being English, we should only be tempted to enlarge on the undignified proposition that "Codlin's your friend, not Short."

THE OFFICIAL CATS OF TOGO.

(6th December.)

Much abused Hongkong occasionally comes in for a meed of flattery in its imitation which is the sincerest form of manifesting its praise. According to a Reuter despatch from Berlin of 3rd November, the Government of the German colony of Togo has issued a decree ordering that in public buildings in the colony, where natives congregate, such as schools, hospitals or prisons, cats are to be kept officially. The explanation of this order is contained in the decree of the Governor of the colony dealing with the danger of the introduction of plague into Togo from the British Gold Coast. The Governor says that the renowned bacteriologist, Dr. Koch, had reported the successful experiments made with cats for the eradication of rats in plague-infested and plague-menaced harbours of China. In Hongkong orders had already been issued providing for the maintenance of one cat in every house, and three cats in larger houses. An investigation made by the German Government at Lome (Togo), showed that there were rat-eating cats there, and that rats were not generally to be found in the houses where cats were kept. It is therefore, officially advised that the number of cats in the coastal towns primarily exposed to the plague danger and in Ho-Kpandu and Palime should be increased. Besides appointing official cats to the public buildings in the colony, the Governor recommends all Europeans and natives to adopt this precaution against plague.

"A QUIET SABBATH."

(7th December.)

Manila has been wrestling with the vexed question which is associated with the liquor trade, the supply of drinks under adjutant licences, and Manila is determined to stamp out the practice which exists among some holders of these licences of selling intoxicants with an imitation sandwich and calling it a meal. Unlike Hongkong there is apparently no general public house licence allowing bars to be kept open on Sundays, and the thirsty souls of the capital of the Philippines have therefore to resort to subterfuge in order to get their accustomed potations. The usual way, we gather, has been to enter a restaurant and call for a sandwich—which may be made of rubber for all that they care—and then demand a drink on the ground that they always indulge in intoxicants with their meals. The trick is as old as the hills but it is difficult to catch the parties responsible for its success. In the first place the restaurant keeper sees that it is to his interest to retain a good if only occasional customer and the customer is not likely to blab about his doings in the direction of outwitting the law. And so the game proceeds and will continue. In Manila a raid was made the other day on certain saloons where it was known that the law was being defied and five or six licenceholders were hauled before the Court to answer for their misdeeds. According to the *Cablenews* the judge found the accused parties guilty and in sentencing them to pay a fine of \$300 he said "Manila is the most orderly city for its size under the American flag and this court is determined to keep it so and enforce the liquor act, as it stands, if I have to send every saloonkeeper to Billibid for six months." Judge Low added that six months in jail plus a fine of \$200, would be the sentence meted out to those brought before him on a second charge of this nature. There is a fine ring of patriotic pride in that statement that Manila is the most orderly city, and we will not quarrel with the view, which is quite possibly correct. The saloonkeepers who had been mulcted decided to appeal and probably the appeal is now pending. We have nothing to do with that; what we are interested in is the interpretation of the adjutant licence law as stated by the prosecuting attorney of Manila. It is declared to be entirely in the interests of what is described as "a quiet Sabbath" that the law has been promulgated, but it is its application to Hongkong. A bona-fide hotel or restaurant, we are told, is one which has as its principal and primary business the furnishing of either meals or meals and lodging to bona-fide guests for a price sufficient to ordinarily give a reasonable profit. A bona-fide guest of a hotel or restaurant, within the meaning of the statute, is one who resorts to such hotel or restaurant primarily for food, or food and lodging. The statute does not permit a restaurant keeper to furnish boarders with liquor except with bona-fide meals. And now we come to the point of what a "meal" should be. The prosecuting attorney describes it in the following terms: A meal to be bona-fide must be a substantial meal of food, in character and quantity, such as is ordinarily set before a guest in

restaurants and hotels where no liquors are furnished to guests. Such meal must be paid for, and ordinarily should be eaten by the guest. Men do not as a rule order bona-fide meals, and pay for them, to leave them untouched. On occasions, this may occur, but where men habitually enter restaurants or hotels and order meals with drinks and leave the meals untouched it is a fair indication that such men are not bona-fide guests entering such hotels or restaurants to appease a bona-fide hunger, but are there for the purpose of appeasing their thirst for intoxicating liquor, and are simply willing to pay for a meal in order to get the liquor. Hotel and restaurant men who furnish liquor with meals will of course be the prey of such individuals occasionally and will be powerless to help it, but where they habitually allow parties to enter and buy meals which are not eaten, with which drinks are furnished, they should be cautioned and if they disregard the caution a watch should be kept until a clear and flagrant case can be made out—then they should be prosecuted and their licence revoked. The circular in question goes on to say that no subterfuge of paying for a meal and giving away liquor will be tolerated. While restaurant and hotel keepers may on occasions treat bona-fide guests, they do not habitually furnish them with liquor which is not paid for. The price paid should ordinarily be sufficient to include the cost of both the meal and the liquor, plus a reasonable profit. The practice of furnishing liquors in unlimited quantities to alleged guests, who buy food of little value merely to enable them to drink round after round of drinks and order deep over it, will not be permitted. Where it is apparent that such is the practice, proceedings will be instituted against offending parties. So much for the legal interpretation of the law in Manila. To our way of thinking there should either be a wide open door for all parties or none at all. It is too much to expect of human nature that it will forego a profitable transaction because of some technicality and it is for that reason we have argued against the continuance of these half and half licences. We believe that even the holders themselves would be benefited in the long run if they were placed on the same level as hotel and public house keepers. Certainly they would not be induced to infringe or dodge the law, and for that reason if for no other it will be interesting to watch how the Manila statue is operated, because the performance is sure to be of value and significance for Hongkong.

HONGKONG CATTLE TRADE.

An important and profitable trade which sprang into existence about ten years ago is that of the sale and delivery of cattle to purchasers in the Philippine Islands. The trade has been profitable in many ways, and various parties have benefited—the exporters, the intermediary dealers, the shipping companies and the purchasers. But lately cattle sent from Hongkong to the Islands have not been up to the high water mark demanded by the health officials in Manila and there is a danger that the trade which should continue to prove a flourishing and lucrative one to this Colony may be driven away to Indo-China. Hongkong cannot afford to sit still and watch such a result of sheer carelessness nor is it to the interest of those engaged in the trade to allow their good name to be smirched in the matter. For it is not only the cattle required for the abattoirs that are concerned but the Islands as a whole require to be stocked, and where should the supplies come from if not the China coast via Hongkong? In an editorial which appears in one of our contemporaries in the southern dependency of America we find this matter dealt with, not as regards Hongkong in particular but from the general standpoint of uplifting the agricultural wants of the archipelago. We find that those who were in the Philippines before the days of the revolt of the Filipinos against Spain assert that the islands once possessed large herds of cattle in many of the provinces. It is said that cattle that now sell for fifty or sixty pesos a head, before the war could have been purchased for from six to ten pesos. Through years of neglect, the wasteful slaughter of armies and the ravages of disease, those droves have been for the most part exterminated. If the country once produced flourishing herds, there seems to be no reason why it should not do so again. The abnormal conditions of war, the importation of cattle from Asia, and other causes may have introduced some diseases not known in the islands before, as some assert, but it is very probable that many of the present enemies to cattle existed in the former days and tried the patience of the stock-raiser. Yet in spite of that the country is said to have produced practically all the cattle slaughtered for the resident population. How shall this condition be brought about again? This is a question second to none in the agricultural quiz book unless it be how to make the islands produce enough rice for home consumption. As we have read before, the question of rice production is being looked after but apparently such is not the case with regard to the rearing of cattle and our contemporary quotes from the annual report of the collector of customs to the following effect: "Figures covering the importation of live cattle for the past ten years indicate a continued annual increase from the total of 103 head received during 1890 to 43,157, valued at \$1,055,236, imported during 1900. This number embraces principally beef cattle, but includes occasional small consignments of breeding and draft animals. Chinese cattle continued to lead in this trade, although the 27,893 head received from that

source in 1900 is a reduction of 8,179 from the number of Chinese cattle imported during 1907, while animals from the French East Indies to the number of 14,574 represent an increase over those received during the previous year of 13,013. The change in this trade is the result of the recently increased proportion of diseased animals among those from the China coast, and the consequent restrictions placed upon importation from that source, which has led to larger purchases in the French East Indian market." The *Cablenews* concludes: "Over two million pesos a year spent for foreign-grown cattle accounts for no small share of the poverty in agricultural circles in the Philippines. The man who will find the way to restore the ranges of the islands to their former usefulness and dam up with home-grown beef this flow of money abroad will have performed a labour of Hercules for the country." From our viewpoint it is important that Hongkong should assist in the regeneration of the Philippines even if the work be done purely as a matter of business. A sum of \$2,000,000 spent in the cattle trade is worth the attention of the shipping agent, for we take it that in the years to come that trade will continue to expand, until the day comes when the Islands can meet their own requirements. But that is likely to be a distant day and in the meantime it is the duty of cattle dealers in South China to see that the trade is not diverted to Indo-China and Siam. Incidentally, of course, Hongkong stands to benefit which is our main object in raising this subject.

THE CIVIL SERVANT'S RESTING PLACE.

(8th December.)

We should think that the interminable discussions, which are repeated every fortnight at the Sanitary Board meetings, on the question of graves are nearly exhausting the patience of those members who recognise that there are other subjects of equal importance to be disposed of by the cleansing authority of the Colony. It may be, of course, that certain of those whose voices are raised in favour of certain improvements in connection with the cemeteries really believe that they are adding to the gaiety of the citizens by dwelling time and again on the features of such a lugubrious question. But we fail to arrive at that point of view. And it is more in sorrow than anything else that we refer to the ratiocinations of those members who have in a way made this subject their own. What is it that they want done? That opens up a wide vista, for we defy the ordinary reader of the reports which appear in the morning papers to discover the particular requirements of the principal speakers. At one meeting they are declaiming against Chinese being laid in lairs next to those of Europeans. Then that point being settled, it is found that Japanese have had the audacity to bury their dead alongside those of another race and when that is rectified the question arises, where should Europeans who have lived for so many years in the Colony be entitled to lay their mortal shell? Now it seems that a question concerning the position of civil servants as contrasted with ordinary residents has cropped up. We have always felt that the modern civil servant who was sent to Hongkong for the benefit of his health was a "cut above" the plain citizen, but we admit that we were not aware that such a feeling extended beyond the pale. We entirely agree with the sensible remarks of Mr. Shelton Hooper when he said that he thought civil servants should be treated as residents, as they were residents to all intents and purposes. When they came out here they expected to remain as ordinary residents, but the naval and military were different, and he thought it was a good thing that they should have their respective plots down there. So far as the navy was concerned, he knew they periodically had their monuments inspected and repaired out of grants, and he thought the military did the same. At this stage Colonel Bedford interjected "yes," and Mr. Hooper proceeded to say he thought it was a good thing to keep the naval and military together, and if they were bound to have a section for the civil service then they could have one. But he saw no reason why civil servants should be different to other residents, because they expected to be here as long as the ordinary resident. The Registrar-General, with grim humour, ejaculated the single word "Longer," and nobody appears even to have smiled. All we can say is that if the civil servants are anxious to have a special section of their own in the cemetery then by all means let them have it. In fact we might even go farther and suggest that everybody who wants a site away from everybody else might be accommodated as far as possible by the Sanitary Board and so end the matter. Mr. Hewitt proposed that the whole question should be re-considered, but we fancy that was only his sarcasm. As the President of the Board explained all that is intended, to do at present is to appoint "a committee consisting of Colonel Bedford, Mr. Hooper and himself and he asked that power be given them to grant excess area after due consideration in cases where monuments made at home might possibly exceed the size allowed by a few inches. He thought that the committee could go into the question of sites for the various sections and any other matters which the Board as a whole could not deal with." That was agreed to, but we should like to know whether it was in any spirit of facetiousness that the President in an earlier part of the proceedings said that the Board as a whole should visit the cemetery and so decide where the separate sections should be located? We do not seek to deny that there are many people in the community who are really sensitive over this

question, but what we would suggest is that as treated at the Sanitary Board it is becoming somewhat of a nuisance and is already within measurable distance of the "eyesore" complained of by Mr. Murray Stewart. But we take it that with the adoption of the motion proposed by the President yesterday and the appointment of a committee to deal with the subject, we shall hear no more about graves and monuments and cemeteries for some time to come "and see the Lord be thanked."

IN THE SEAMAN'S INTEREST.

To those who look with a sympathetic eye on the ordinary seaman, the hardships which he has occasionally to undergo cannot but arouse concern and compassion. He is as a rule such a helpless individual where his own comfort is concerned and is so much at the mercy of a harsh master that his life in many cases must be little better than one long martyrdom. It is a common cry that British ships are no longer manned by British seamen in the proportion that should exist, but when we remember some of the stories we have heard from the lips of the common A. B. about the life on board ship our only wonder is that they should continue to serve as seamen. Apparently, however, it is the case amongst the majority that once a seaman allows a seaman, and so they jog along till the end of the chapter, being shipwrecked at one port, punished for desertion at another, returned D. B. S. at a third and generally knocked about from pillar to post. In Hongkong, comparatively little is seen of the ordinary seaman as we understand him in London, Liverpool or Glasgow. Here, for the most part, he arrives in big steamers where he is treated in a decent and respectable fashion, more like a human being than a drifting derelict. He has little or no cause to complain—though it must be said that your true salt is worse than the average farmer for grumbling. His food is usually better than that authorised by the Board of Trade, his quarters are ample and clean, and his work is light in comparison with that on a wide-jammer. He may not possess the droll humour of the "ancients" who have been exploited by Mr. W. W. Jacobs, but that is because he is more a man of the world than the Thames bargee. Still he has his grievances, and we discover that steps are being taken to secure a further amelioration of his general condition. In America there is a society known as the International Seamen's Union which is organised to look after the interests of Jack ashore and afloat and it is proposed that next year a grand congress of the representatives of two million seamen throughout the world be held in the month of August next year, "to plan legislation for the improvement of conditions for seamen in all civilised countries." The president of the Union in issuing the call notes that "in reading over the different maritime codes it must become plain that there is no practical difference between them in reference to the status of the seaman. In all codes he is made the property of the vessel on which he sails. Once having signed, he must serve, with or against his will, at sea, in open roadstead or in a safe harbour. To leave the vessel singly or in combination brings prison penalty. To refuse to work, even while lying in a safe harbour, where there is no danger to life or property, brings prison penalty, along with loss of wages earned. Wages to be earned may be and are taken to pay for services of shipowners, agents who serve as middlemen in hunting up men for the vessel. In practically all codes there is permission to hire and take to sea any men regardless of skill or lack of skill. This means that the most inefficient men set the wages for the efficient, and that the efficient men do the work of the inefficient. Since all seamen suffer from the same laws, and want of proper laws, we believe that there should be a meeting of the representatives of the seamen of all nations, with the object of coming to an agreement upon a legislative programme to be submitted to all governments and to all national legislative bodies. We believe that by such unanimous demand we shall be able to repeal the antiquated, unjust and injurious laws and obtain for ourselves the right of combination and self help where such combination can be exercised without endangering either life or property, and that in the interest of safety of life at sea we shall be able to obtain laws providing for a specific number of skilled men to be on board of the vessel before she is permitted to proceed to sea." It is proposed to hold the congress in Copenhagen—which seems a somewhat out-of-the-way place for such a gathering, most of the members of which are sure to be poor men, but of course the Union should know best. The movement is significant of the social revolution which is taking place among all classes of people and should certainly attain its object of securing improvements in the lot of the able-bodied seaman. Already something has been done in England by the Board of Trade, who refuse to sign on Chinese who cannot prove that they belong to British stock or cannot understand the English language. But much more remains to be done if youths of a better class are to be attracted to the sea, and the International Union have plenty of work before them if they are to achieve even a moiety of the results desired.

OUR SHIPPING.

(9th December.)

In a part of the 19th and importance of Hongkong anything that concerns the shipping world is, we take it, of interest to the community at large. It is therefore with no feeling of reserve that we propose to touch on suffering readers some facts relating to the

condition of British and foreign shipping for the year ending June last. Our facts are given from Lloyd's Register of Shipping—which requires neither italics nor quotation marks to emphasize its authenticity—and they are briefly to the effect that during the period 1.1.1908 to the vessels classed by Lloyd were—British, 6,803 in number and of 1,141,631 in tonnage; and foreign 3,611 in number and 742,394 in tonnage. The depression in shipping will continue and we are told that the total tonnage under construction in the United Kingdom at the end of June last was less than 53 per cent. of the amount building three years before. The most important fact which calls for mention in the work of the society during the past year is the completion of the task of revising the society's rules for the construction of steel ships, which occupied the attention of the committee for several months. The old rules, originally adopted many years ago, had been kept up to date by means of amendments and additions made by the committee from time to time, and proved sufficiently adaptable to be applied as a standard of strength to the various new designs produced by naval architects to meet the requirements of modern overseas trade. Of late years, however, the evolution of cargo-carrying vessels has made rapid progress, and the modification of many types had reached a stage at which it seemed that a general revision of the society's rules was desirable in order to render them more readily applicable to the changing conditions of construction. The committee believe that the work has been successfully accomplished and that the revised rules, which they are proud to know have already been accorded a very favourable reception, will be found to meet the shipowners' demand for vessels of great capacity, economical both as regards weight and cost while still maintaining the high standard of efficiency which it has always been the society's object to uphold. Since June last year 44 steamers of over 5,000 tons have received the 100 A1 class and eight vessels of over 10,000 tons are included in the list. The *Toyoko Kisen* is responsible for three, the *Chiyoda Maru* for the biggest of the bunch with 13,465 tons—the *Orient* Company with four, all over 12,000 tons; and the P. & O. with three, all in the neighbourhood of 10,800 tons. It may be mentioned that during the period under review seven steamers, each over 8,000 tons gross, of which the turbine s.s. *Chiyoda Maru* is the largest, have been built in Japan to class 100 A1, and in each case, except that of the above-named vessel, the machinery also has been made in that country. At the present time, in addition to the *Orient* and *Chiyoda Maru*, the four previously mentioned, the new *Conard* steamer which is to take the place of the *Slavonia* is being built to the Society's highest class, as are also two new *Union-Castle* liners, each of 13,000 tons. Reference may also be made to some other interesting vessels which have recently received, or are being built to, the 100 A1 class, such as the two twin screw steamers for the Canadian Government, the s.s. *Earl Grey*, to be used as an ice breaker and specially fitted up for the western and northern routes to the eastward and westward, and the s.s. *Slavonia*, for the service and constructed with special appliances for lifting light buoys; the s.s. *Montaria*, built at Sunderland, representing a novel design of construction in the form of two corrugations worked in the shell plating of the sides, which it is claimed will have the effect of diminishing the resistance of the vessel. Further reference may be made to the classification by the society of vessels built on Mr. Isherwood's longitudinal system of construction. Up to the present, thirteen vessels of this type with a total tonnage of 60,000 tons have been, or are intended to be, classed in the Register Book. In the course of the year the plans of 530 vessels intended to be built of steel, 52 of wood, and one composite—making a total of 583 vessels—were submitted for the committee's consideration, with a view to the approval of the vessels for classification by the society. During the year 477,513 tons of ship and boiler steel were tested by the society's surveyors at home and abroad. At the present there are 71 steel manufacturing firms in the United Kingdom, and 149 abroad, recognised by the committee for the production of steel for use in the construction of vessels and machinery intended for classification in Lloyd's Register Book. Prior to such recognition being extended to any establishment it is necessary that the works shall have been inspected and reported upon satisfactorily by the society's surveyors. The number of men employed in the construction of refrigerating machinery continued to increase, the total capacity of the steamers engaged in the trade at the present time representing 123 million carcasses of mutton. The immense growth of this industry and the large values involved add to the importance of the scientific inspection and trustworthy classification of refrigerating machinery and appliances furnished by this society. In view of the increasing extent to which wireless telegraphy and submarine signalling are being used in passenger steamers, the committee have caused special regulations to be made in the present edition of the society's Register Book in the cases of vessels installed with apparatus for the above purposes, and have also included in the book separate lists of vessels so fitted. There are recorded in the Register Book at the present time 404 vessels fitted with wireless telegraphy, and 362 vessels fitted with submarine signalling apparatus. We need not go into further details, but it is a great day for the United Kingdom when Lloyd's attracted to itself the attention of the shipping world and helped to maintain the supremacy of the sea in the navigation as well as the construction of ships which we hope will continue.

SOME anxiety has been felt as to the over-boarding of the *Albatross*, says the *Japan Gazette*, but she arrived at Yokohama on the 22nd ultimo, some 34 days from Tacoma. She had hoisted two black balls as a distress signal, but investigation showed that there was comparatively little damage. The Captain reported that she had encountered very rough weather and a head wind, making the "beat" very slow, while the steering gear had suffered to some extent. No other damage of moment had occurred, and the delay was common to all vessels in the same circumstances. The safe arrival of the steamer was generally well met, and the Captain congratulated.

"TRUTH" says that the significance of the sending of *Albatross* to China waters is not generally understood. "The *Albatross* is a ship of the fleet of our group of very latest equipped cruisers, eliminating the *Indomitable* from this category. That she should be detached from the First Cruiser Squadron of Admiral May's fleet is in order to replace the *King Edward* in the China command, suggests a step towards substantially increasing the power of our fleet in that part of the world for the maintenance of the peace and the maintenance of the *Albatross* will follow her when other vessels on the station fall due for relief. The *Albatross* is the most formidable fighting unit that the navy has at present in the China seas, and it is not forgetting the battleships which were formerly attached to this command."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ALLEGED POLICE ASSAULT.

SHANGHAI EUROPEAN POLICE TECHNICALLY GUILTY.

[From Our Own Correspondent.]

Shanghai, 4th December, 12.40 p.m.

Detective-Sergeants Kennerley and Brewster, Police Sergeant Angley and P. C. Mitchell, of the Shanghai Municipal Police, have been found guilty of assault without intent and ordered to undergo one day's imprisonment.

The Municipal Council undertakes to pay \$500 compensation and the costs of the prosecution.

[On the 23rd October last Sub-Inspector Johnson of the Shanghai Municipal Police and Det. Sgts. Kennerley, Brewster, Gibson and Craig, police sergeants Angley and Taylor and police constables George, Buckley and Mitchell were summoned for on August 25, 1909, in the neighbourhood of the Foreign Settlement of Shanghai on the limits of the Foreign Settlement of Shanghai being concerned together in unlawfully and maliciously wounding one Daghill Singh and Pals Singh contrary to the Statute.—Ed. H. K. T.]

CHINESE ENGINEERING & MINING CO.

NEGOTIATIONS WITH CHINESE GOVERNMENT.

[By courtesy of the "Sheung Po."]

Peking, 5th December. The British Minister has conferred with Grand Councillor Na Tung concerning the Kaiping coal mines.

They came very nearly breaking their friendly relations.

THE TUNGKUANGSHAN MINES.

COMPENSATION OFFERED.

[By courtesy of the "Sheung Po."]

Peking, 5th December. The Chinese Government is willing to pay a compensation of \$450,000 for the cancellation of the Tungkuangshan mining concession.

TELEGRAPHS IN MANCHURIA.

FRENCH APPLICATION.

[By courtesy of the "Sheung Po."]

Peking, 5th December. The French have applied to the Central Government for permission to establish banks, post-offices, and telegraphs in the Three Eastern Provinces; but the Waiwupu has refused the application.

JAPAN AND RUSSIA AT PEACE.

[By courtesy of the "Sheung Po."]

Peking, 5th December. Japan and Russia appear to be at peace in Manchuria, and there is now no fear of a rupture between the two Powers.

CHINA'S NAVY.

QUESTION OF FOREIGN ADVISERS.

[By courtesy of the "Sheung Po."]

Peking, 5th December. Prince Shun Pui-lap and Admiral Sah, the Naval Commissioners, have wired to the Grand Council recommending the engagement of foreign advisers for the reorganisation of China's Navy.

OBSERVATORY FOR KIAOCHOW.

PROPOSED ESTABLISHMENT.

[By courtesy of the "Sheung Po."]

Peking, 5th December. The Germans propose to build an Observatory at Kiaochow and have applied to the Waiwupu to defray part of the cost of construction.

MACAO'S DELIMITATION.

NEGOTIATIONS AT PEKING.

[By courtesy of the "Sheung Po."]

Peking, 6th December. It has been settled to transfer to Peking the negotiations for the delimitation of the boundaries of Macao.

lish China's claims over the island of Colowatu, Lung-ting, Sakong and Sau-siak.

CHINA'S NAVAL DEFENCE.

THE SOUTHERN SUB-DIVISION.

[By courtesy of the "Sheung Po."]

Peking, 6th December. The Naval Board has decided to allot one squadron for the protection of the Provinces of Kwang-tung.

The Southern Division will be divided into three sections, viz:—(1) Canton and adjacent prefectures; (2) Kiangchow, Lienchow and Kinchow; and (3) Weichow and Kit-siak.

TIBET.

DALAI LAMA'S SECRET AGREEMENT.

[By courtesy of the "Sheung Po."]

Peking, 6th December. The Chinese Amban in Tibet has memorialized the Throne to the effect that the Dalai Lama has concluded a secret agreement with another country.

The Amban applied for a perusal of the agreement, but was refused by the Pöthiff.

PROVINCIAL TREASURIES.

INSPECTION ORDERED.

[By courtesy of the "Sheung Po."]

Peking, 7th December. The Ministry of Finance has issued instructions to the Financial Supervisors in Chihli, Shanai, Hupeh and Kiangsu, to take advantage of the change of governors and treasurers in those Provinces to make a thorough inspection of the respective Provincial treasuries.

CHINESE BANK NOTES.

TO BE ACCORDED PREFERENCE.

[By courtesy of the "Sheung Po."]

Peking, 8th December. Instructions have been sent to all Provinces by the Ministry of Finance to give preference to Chinese Bank-notes (over Foreign).

SZECHUAN-HANKOW RAILWAY.

COMMENCEMENT OF CONSTRUCTION.

[By courtesy of the "Sheung Po."]

Peking, 8th December. The Ministry of Posts and Communications has telegraphed to the Szechuan-Hankow Railway Co. to proceed with the construction of the line in accordance with the survey made by Jeme Tien-you.

TUAN FANG.

RESIDING IN CHIHLI.

[By courtesy of the "Sheung Po."]

Peking, 8th December. Ex-Viceroy Tuan Fang has taken up his residence at Tung Yang district, in Chihli, and it is his intention not to seek reinstatement into office.

LOAN AGREEMENT.

AMERICAN AND GERMAN PRESSURE.

[By courtesy of the "Sheung Po."]

Peking, 8th December. The American and German Ministers have pressed for the signing of the agreement for the loan for the Hunan-Hupeh Railway.

MANCHURIA.

THE JAPANESE MISSION.

[By courtesy of the "Sheung Po."]

Peking, 8th December. The successor to the late Prince Ito in the special mission to Manchuria will shortly start from Japan.

SNOWSTORM IN MANCHURIA.

SEVEREST EXPERIENCED.

[By courtesy of the "Sheung Po."]

Peking, 8th December. There has been a heavy snowstorm in Manchuria.

It was the severest that has been experienced for several years.

MINING IN MONGOLIA.

RUSSIAN APPLICATION.

[By courtesy of the "Sheung Po."] Peking, 8th December. Russia has applied for mining concessions in Mongolia and for permission for the native chieftain to raise loans from Russia.

The Central Government has instructed the Waiwupu to lodge a strong protest.

REPENTANCE.

TUAN FANG'S MAGNANIMITY.

[By courtesy of the "Sheung Po."] Peking, 8th December. Li Kwok-kit, who denounced Tuan Fang, repenting of the step he had taken, called on Tuan Fang yesterday.

MANCHURIA.

PROVINCIAL INQUIRIES.

[By courtesy of the "Sheung Po."] Peking, 9th December. The Viceroy of the different Provinces have addressed telegraphic inquiries to the Central Government concerning recent events in Manchuria.

The Central Government has replied by wire that the territory is safe enough, but they expect some little difficulty in connection with railway affairs, on account of which the Central Government experience some uneasiness.

STAMP LAWS.

POSTPONEMENT SUGGESTED.

[By courtesy of the "Sheung Po."] Peking, 9th December. The Provincial Viceroy has telegraphed to the Ministry of Finance not to enforce the stamp laws.

They are afraid that its enforcement might result in difficulties and delays, and recommend that modifications should be made.

LATE SHUN KA-NAI.

REGENT'S SYMPATHY.

[By courtesy of the "Sheung Po."] Peking, 9th December. The Prince Regent is going to express his condolences with the family of the late Shun Ka-nai on the 20th inst.

YUNNAN RAILWAY.

ALLEGED FRENCH INTERFERENCE.

[By courtesy of the "Sheung Po."] Peking, 9th December. The high officials of Yunnan have telegraphed to the Throne to the effect that the French frequently interfere with the railway affairs and suggest that a *modus vivendi* should be agreed upon to prevent the differences.

MANCHURIA.

NEGOTIATIONS WITH JAPAN.

[By courtesy of the "Sheung Po."] Peking, 9th December. During the past few days, Prince Chin, Grand Councillor Na Tung and H.E. Liang Tun-yin, President of the Waiwupu, have been negotiating with the Japanese Minister on the question of the Three Eastern Provinces.

TYFHOON WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

December 4th, 12.40 p.m. December 4th, 11.45 a.m. Cyclone or typhoon in Pacific Ocean about half-way between the Carolines and the Philippines, moving W. or W.N.W.

December 5th, 11.30 a.m. December 5th, 10.45 a.m. Cyclone or typhoon Pacific Ocean about half-way between the Carolines and the Philippines, moving W. or W.N.W.

December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

Macao's Frontier.

DOM JOAO ISLAND RAIDED.

VILLAGERS KILLED AND WOUNDED.

Another act in the Macao delimitation drama has just recently been enacted. It is one which those who have carefully followed the tortuous course of the negotiations, whether from the Portuguese or the Chinese viewpoint, had more or less anticipated. For during the past few months evidence has not been wanting of a desire on the part of the irresponsible district officials, who appear to be outwith the Provincial control and certainly in open defiance of Imperial mandate, have been endeavouring, on their own, to seek to put to the test the question of the sovereignty exercisable over the dependencies of Macao. The latest instance in point has just reached our notice in a telegraphic communication which states the bare fact that one of the villages on the island of Dom Joao, on the opposite side of Macao, has been deliberately raided, the outrageous seizure of Chinese sailing vessels effected, and peaceful villagers wounded and killed, who had the temerity to withstand and challenge the rights of the seemingly piratical invaders. The supposition of the band of high-handed unscrupulous might have been tenable, had it not been for the fact that once the villagers were terrorized, their enemy exhibited no outward and visible sign of office concealed in the uniform of district "bateras" which was worn under their outer garments.

It would appear that Dom Joao has formed the bone of contention for the past few years and more between the Provincial Government of Canton and the Portuguese authorities at Macao. Delving into the archives of the two Governments, contending documents will be found to prove that, by common consent, that portion of the dependency of Macao came within the letter of the written understanding which provided for its ultimate adjustment by means of diplomatic negotiations between the two friendly countries.

The documents to which we refer are two Notes exchanged between the Portuguese Government and the Tsung-li Yamen (as the Waiwupu was then called) in 1889. The first of these Notes was sent by Dr. A. P. F. de, then secretary general of the Province of Macao, acting as in charge of the Portuguese Legation in China and Siam. The translated Note reads:—

To His Royal Highness Prince Kung and other members of the Tsung-li Yamen. Your Highness, I forward to-day copies of the despatches from the Portuguese Consul in Canton to the Council of this Government and of the latter to the Viceroy, from which Your Highness will please see that the authorities at Macao have agreed, through the medium for the Council of this Government, with the Viceroy of the Two Rivers, to draw simultaneously from the island of Dom Joao, on the same day and at the same hour, the two detachments—Portuguese and Chinese—which had been stationed there, the former since the 30th January, 1896, and the latter since March, 1888.

As in charge of the affairs of the Portuguese Legation in China, I reserve the right which Portugal has for the exercise of her jurisdiction over the island of Dom Joao, and hope that your Ministry and your Government will reach a settlement of this question, that the harmonious relations that for centuries have existed between the two countries may continue unimpaired.

The foregoing communication was dated the 5th April, 1897.

THE CHINESE REPLY.

The reply from the Tsung-li Yamen was dated the 8th day, 3rd moon of Kwang Su (9th April, 1897). Omitting the preamble it was to the following effect:—

"It behoves this Ministry to inform you that the Viceroy of Canton has telegraphed to this Government advising that the Consul for Portugal in that Province in a conference had stated that the (constructional) works in connection with the guard house on the island of Dom Joao had already been stopped and that therefore the Chinese detachment that had been stationed there previously as well as the detachment of Portuguese soldiers would withdraw simultaneously on the 10th day of the 3rd moon (8th April, 1897), the question being left to be ultimately decided between the two Governments, he (the Viceroy) has appointed a deputy to assist at the withdrawal of the two detachments and also (to be a witness) of the suspension of work (on the guard house) which is in accordance with what Your Excellency stated in your despatch referred to and in conformity with the Treaty concluded between Portugal and China in 1887, which stipulates:—'So long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties.'"

A PORTUGUESE PROTEST.

The first protest lodged by the Portuguese in assertion of their sovereignty rights over the island was on the 27th March, 1897. The Chinese authorities had sent some soldiers to be stationed on Dom Joao, whereupon the Portuguese Minister protested stating that Portugal alone possessed the right to exercise sovereign rights over the island. Among other contentions the Portuguese representatives cited the following: that the fiscal statements of receipts and disbursements of the island, for the half-year 1886-1887, beyond a doubt, that for the half-year 1887-1888, the owner of a certain water spring, taxes to the Portuguese amounting to \$3 odd. Another payment is by the lessee of a granite quarry of \$7.20. Yet a third paid \$1.40. Instances, according to the Portuguese argument, can be multiplied *ad infinitum*. Treasury receipts also showed the payment of Crown rent of \$2.50 for the second half-year of 1897 by Chinese occupiers of the village of A-tai and Chi-lai on the island. It had been conclusively agreed that on the 30th July, 1888, there were no less than 62 Chinese lappers under treatment in the Portuguese asylum in Pak-shan also on the island. The asylum was under the control of the commander of the islands of Talpa and Colowatu, and the expenses in connection with its maintenance were defrayed by the Macao Government. Moreover, the Portuguese claimed that rules and regulations governing the working and supervision of the asylum were published in the *Official Bulletin* of Macao on the 28th July, 1888. In further substantiation of their claim, the Portuguese argue that the municipality of Talpa defrayed all the expenses for conducting the schools on the island of Dom Joao, and they point, lastly, to the existence of the *crater beds* on the island, the owners of which have been known to the Macao Government.

The Chinese on the other hand, refused to admit the force of the claims as based upon the grounds put forward by the Portuguese. From the point of view of international law, it will be most interesting to learn the verdict of the eminent jurists who may be called upon to adjudicate the differences at issue in a board of arbitration assuming that no *modus vivendi* can be satisfactorily reached in Peking.

A Remarkable Position.

UNEXPECTED DEVELOPMENT IN THE HASTINGS PROSECUTION.

MR. BOWLEY PROTESTS AGAINST THE PROCEEDINGS.

Before Mr. J. R. Wood at the Magistracy this afternoon, Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, made an application for the discharge of the Chinaman who is charged with the alleged receiving of \$24,000 from Mr. John Hastings under false pretences.

Mr. F. B. L. Bowley (from the Crown Solicitor's office), who appeared for the prosecution, stated that there appeared to be a certain amount of misunderstanding in the case. His friend was acting under a mistaken view and his application was irregular. He did not represent Mr. Hastings but the King. He admitted that the proceedings were perfectly legal and asked for a remand, subject to any application that might be made. Continuing, Mr. Bowley stated that the case arose out of a forged mortgage. The forged mortgage was made in Messrs. Hastings and Hastings' office. Mr. Hastings, who was absent from the Colony, was qualified to appoint any person to watch the case on his behalf, and Mr. Davidson (present in the court-room) who was the principal witness in the case, was entitled to watch the proceedings.

Mr. Shenton at this point cited an authority and submitted that complaint must appear, otherwise, the defendant was entitled to his discharge, unless the records were altered.

His Worship stated that he understood that Mr. Bowley had suggested that he should appear on the records as the King by Counsel.

Mr. Bowley—I didn't suggest anything of the sort.

Proceeding, Mr. Bowley submitted that he should appear on the records as the Crown Solicitor and not by his personal name. A Crown Solicitor was entitled to certain things. His Worship—it is always done in Police Courts.

Mr. Bowley contended that he was prosecuting in his official capacity.

His Worship at this stage announced that he would remand—the case till 11.30 to-morrow morning, in order to consider an application for the possible discharge of the defendant on the ground that the King was not represented in the case.

Mr. Bowley—I shall be engaged at the Supreme Court at 11.30 to-morrow morning. His Worship—What time to-morrow will suit you, Mr. Bowley?

Mr. Bowley—No time. I shall be engaged the whole day.

His Worship—The case is remanded till 11.30 to-morrow.

Mr. Bowley protested against the proceedings absolutely and entirely and said they were not according to law and announced his intention to make representations to the Attorney-General.

Mr. Shenton applied for costs.

His Worship (smiling)—I shall pay you the costs. What are your costs, five dollars?

Mr. Shenton—Five dollars, your Worship.

Mr. Bowley—I think the application is somewhat premature.

BAILED ALLOWED IN THE SUM OF \$15.00.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this afternoon, the case was again mentioned in which Lam Pok Chiu, an unemployed insurance broker, is charged with the alleged receiving of the sum of \$14,000 from Mr. John Hastings under false pretences with intent to cheat and defraud. Mr. F. B. L. Bowley (from the Crown Solicitor's office), prosecuted and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

Mr. Bowley addressed his Worship and reiterated his wish that he should appear on the record as the Crown Solicitor.

Mr. Shenton contended that before his Worship could adopt a procedure which was wholly and totally unknown to that Court, his Worship must be satisfied that there was such a procedure when there was no informant, that is, the informant, he submitted that the informant appeared on the record in his own name or that of his solicitor, his Worship was bound, as his duty to the prisoner, to discharge the defendant.

Mr. Bowley at this juncture announced that the Crown did not appeal as a common informant.

Mr. Shenton—Will your Worship please make a note of that? I may have to make use of it another day.

The case was formally remanded till 11.30 o'clock on the 17th inst., bail being allowed in the sum of \$15.00.

HONEYMOON TRIP.

ON THE "STANLEY" TO MACAO.

Lieut. and Mrs. Beckwith, who were married on Wednesday, the 5th inst., proceeded on a honeymoon trip to Macao. The happy couple boarded the Government yacht *Stanley* on launch *Pluck* at 10.45 a.m. on Thursday. On board Mr. Beckwith proceeded to inspect the ship and congratulated her master (Captain G. L. Willoughby) on the way the *Stanley*

TOILE DE LA 518. ENFANCE.

ANNUAL SALE OF WORKS.

annual sale of works, held under the auspices of the Asile de la Ste. Enfance, commenced at the City Hall yesterday afternoon. There was a considerable attendance of ladies in the morning, and the afternoon proceedings and the day a fairly large number of patrons of the Asile were present. The Hon. the Premier also patronised the fair. At the Legislative Council meeting, His Excellency the Governor was unable to perform the opening ceremony in connection with the Asile, but Sir Frederick Lugard visited the Asile at that hour. It is to be hoped that the Asile will be a profitable institution, which will do much for the Chinese children in the colony, and may be materially assisted by the proceeds of yesterday's sale.

names of the ladies in charge of the goods stalls are:—Mrs. Lyon, Mrs. Gordon, Mr. Matland, Mrs. Ede, Mrs. Moxon, Mr. Hastings, Mrs. Stabb, Madame de la Vague, Mrs. Forsch, Frau Von Orlmst, Mrs. Jackson, Mrs. Miss Seb, Madame de Sigah, Donnes Hughes, Mrs. Evan Jones, Mrs. Mrs. Grimbie, Mrs. Seth, Mrs. Mrs. Bell, Miss Ella Rowe, Mrs. Chapmans, Mrs. Hocking, Mrs. Thompson Hughes, Miss Chapman, Miss and Miss Grimbie, and Miss Harker.

The following street-vendors were:—Lady Mrs. Lyon, Mrs. Grasson, Mrs. Chamier & Lyon.

CHIO STRAITS COLLISION.

EDICTMENT OF COURT OF INQUIRY.

Edictment was given by the Marine Court of yesterday afternoon, 29th ult., in the case between the French mail steamer *Le Comte d'Artois* and the *Onda*, the Chileo *Strait* on the 14th ult. The jury were:—

the master of an inquiry held at Singapore on 23rd, 24th, 25th and 26th days of November 1909. Littleton Edward Pipe Wolfartsen, by Charles Amey Radcliffe, Henry Douglas, Edwin Frederick Stovell and Samuel Hauxwell into the circumstances leading to the loss of the steamship *La Onda* in collision with the steamship *Onda*, the results as follows:—

The steamship *Onda* was properly (a) a thoroughly seaworthy condition on Singapore on the 15th November 1909 or Tegal and Java ports.

The steamship *La Seyne* was (4) properly a thoroughly seaworthy condition on Batavia on the 12th November 1909 or Singapore.

The usual and proper complement of the ship was available for duty on both ships.

The masthead light of *La Seyne* was turned to the Master of the *Onda* and seen about 4 a.m.: and her green light at 11 p.m.

The bearing of the lights of *La Seyne* in about 4 point on the port bow of the *Onda* was then in a position North by West.

The leading lights in transit on (a) *Onda* and three miles from Polo San.

The look out man was on duty on board the *Onda* and he reported the lights to the officer in charge prior to the collision.

There is no evidence to show whether the lights of the *Onda* were or were not observed by the *La Seyne* until immediately before the collision.

The look out man and the officer in charge of the deck of *La Seyne* were both on duty.

There is no evidence to show whether there was a look out man on duty on *La Seyne* after 4 a.m. or whether a report of any

d) Underarticle 19 of the Regulations on prevention of collisions it seen it was of *La Seyne* to keep out of the way of *the Onnda* and she failed to do so, not taking still too late when a collision was imminently infringing the article. The action eventually taken by *La Seyne* however, while under a port helm, to cross the *Onnda* thereby infringing Article 21, master of the *Onnda* in starboardage therefore he was justified in doing so, common error of judgment. Further the *Onnda* in going back starboard collision was imminent did not take such would best aid to avert a collision. Every possible step was taken by the crew and crew of the *Onnda* to save the lives of passengers, officers and crew of *La Seyne*.

Seyne sank 14 minutes after the collision and there was no time to do anything for her.

Sixty-three persons are believed to have lost their lives in the collision.

Seyne by infringing articles 19 and 22 of the Rules was the direct cause of the collision. The master of *Seyne* for the error of judgment committed is responsible before the collision deserves compensation for the damage to the *Onda* is set out in the report of the Inspector of Marine Surveys.

Seyne sank in 18 fathoms of water and lost a total loss—550 tons.

SH BUTTERERS' METHODS.

THE TINS ARE PACKED FOR HONGKONG.

An interesting article has reached us, which we will interest readers who are prone to think the butter made beyond the seas is better than the home-made. The writer, when he says that butter in tins represents one of those articles which Denmark has obtained a high reputation for in all countries and every step made in the perfection of this industry will always be appreciated. The firm of Philip W. Heyman, Copenhagen, has for about half a century been recognized throughout the world as the finest butter has introduced, as the latest improvement in connection with this industry, the tinned butter in tins, but we do not

vented and patented by the firm, this machine is so constructed that by a very simple system the butter is filled into the cans automatically, absolutely precluding any touching the butter during this filling system, whereby the same of cleanliness and hygiene must say to be reached. The packing by this machine has further effect of crushing all superfluous air out of the butter before it is packed. This naturally has the most beneficial effect not only upon the quality of the butter but also upon its

proved by official analysis—contains
 more butterfat than other brands, naturally
 a better butter particularly economical in

ner connection with this machine is
apart, also patented, by the firm,
the effect that the tin as soon as it is
butter to the top, frees itself from
the automatically by its own weight
presenting itself with an entirely
surface free from those small holes
which the use of the old method has
they are found in the butter and which are
the air they contain have a less
influence upon the well-keeping of

100-443887-100

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADDOORIE & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT LAST YEAR.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,001,819	Interim of £4 for account 1909 @ ex 1/9 = \$22.75	4 %	{907} sales London £92
National Bank of China, Limited	99,915	47	46	\$4,000 \$100,000	\$50,552	\$2 (London 3/6) for 1909	...	\$63 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 %	\$150 sales
North China Insurance Company, Limited	10,000	215	25	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 110 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000 \$1,500,000 \$1,500,000	\$2,464,902	Final of \$17 making \$47 for 1907 and Interim of \$50 for 1908	5 1/2 %	\$890 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$707,037	\$12 and bonus \$3 for 1907	7 %	\$225 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$275,841	\$6 and bonus \$2 for 1907	7 %	\$127 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$268,721	\$27 for 1907	7 1/2 %	\$375 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$7,000 \$7,000	\$1,035	\$1 for 1906	...	\$8 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	NIL	\$1 for year ending 30.6.1908	...	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$21,170	Interim of \$2 1/2 for account 1909	7 1/2 %	\$30 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$100,000 \$100,000 \$100,000	\$15,755	{6/ for 1907 on Preference shares only @ ex 1/9 11/16 = \$5.154	...	\$60 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	45	45	\$100,000 \$100,000 \$100,000	\$15,755	Final of 2/ for 1908 and Interim of 1/ for 1909	...	67 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	11	11	\$100,000 \$100,000 \$100,000	\$68,817	\$100 for year ending 10.4.1909	4 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$2,121		3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$150,000 \$150,000	Dr. \$5,753	\$5 for year ending 31.12.08	3 1/2 %	\$160 sales
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$15,829	\$3 for 1907	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 350 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	\$175,000 \$175,000 \$175,000	Dr. 4.43	Final of 1/6 making 3/ for 1909	7 %	Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/2	\$12,280 \$12,280 \$12,280	Dr. 24.191	No. 12 of 1/- = 48 cents	...	\$7 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$11,086 \$11,086 \$11,086	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$100,000 \$100,000 \$100,000	\$10,102	None	...	\$6 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$51	\$50	\$100,000 \$100,000 \$100,000	\$245,162	Interim of \$2 1/2 for account 1909	6 1/2 %	\$5 1/2 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,361	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 607,257 Tls. 500,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 128 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 35,000 Tls. 35,000 Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$50	\$100,000 \$100,000 \$100,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 sales
Hongkong Hotel Company, Limited	12,000	\$5	\$25	\$68,077 \$68,077 \$68,077	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$26,475	Interim of 3/ for account 1909	6 1/2 %	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$100,000 \$100,000 \$100,000	\$26,475	60 cents for 1908	6 1/2 %	\$9 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$100,000 \$100,000 \$100,000	\$26,475	\$1 for 1908	5 %	\$30 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,538,045 Tls. 1,538,045 Tls. 1,538,045	Tls. 14,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 350,000 Tls. 350,000 Tls. 350,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	3 1/2 %	Tls. 129 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,000 Tls. 40,000 Tls. 40,000	\$9,551	50 cents for year ending 31.7.08	...	\$6 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	...	Tls. 75
Loai-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 105
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 25,172 Tls. 25,172 Tls. 25,172	Tls. 1,921	Tls. 50 for 1906	...	Tls. 440
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500	468	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$100,000 \$100,000 \$100,000	NIL	\$1.50 for 1908	...	\$12 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ending 28.2.06	...	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	none	\$1,407	80 cents for 1908	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$100,000 \$100,000 \$100,000	\$1,819	\$1.20 for year ending 31.7.09	8 1/2 %	\$16 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$3,756	Interim of 35 cents for account 1909	10 %	\$7 1/2 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$3,756	8 cents for year ending 31.12.08	8 %	\$7 1/2 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,995	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$7,616	Interim of \$2 for account 1909	10 %	\$180 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$121 sales
Manchukong for Mining, Borehole and Landwork Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500	Tls. 316,682	Third of quarterly of Tls. 12 1/2 for account 1909	...	Tls. 780
Peak Tramways Company, Limited	25,000	\$10	\$10	Tls. 61,924 Tls. 61,924 Tls. 61,924	Pa. 12,640	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$12 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	\$20,000 \$20,000 \$20,000	none	None	...	\$12 1/2
Philippines Company, Limited	75,000	\$10	\$20	none	Pa. 12,640	None	...	\$9 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 14,810 Tls. 14,810	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 115 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	...	\$24 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09	7 %	\$24
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000 \$46,000 \$46,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$300,000 \$300,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 1/2 sales
William Powell, Limited	25,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sales
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	...	14 1/2 buyers
Balgonia Rubber Estate, Limited	20,000	\$10	\$10	none	none	20 % interim for 1909	...	\$70 buyers
Cassfield Rubber Estate, Limited	20,000	\$10	\$10	none	none	20 % for 1909	...	\$70 buyers
Damansara (Selangor) Rubber Co., Ltd.	20,000	\$10	\$10	none	none	None	...	\$77 buyers
Golconda Malay Rubber Co., Ltd.	20,000	\$10	\$10	none	none	None	...	\$77 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	2/-	2/-	none	none	None	...	\$77 buyers
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	none	none	7 1/2 % interim for 1909	...	\$77 buyers
do. do. A Shares	100,000	2/-	2/-	none	none	None	...	\$77 buyers
do. do. B Shares	100,000	2/-	2/-	none	none	None	...	\$77 buyers
Kuala Lumpur Rubber Co., Limited	180,000	\$10	\$10	none	none	None	...	\$77 buyers
Linggi Plantations, Limited (ordinary)	900,000	\$10	\$10	none	none	None	...	\$77 buyers
do. do. (7% pref.)	10,000	2/-	2/-	none	none	5 % for year ending 30.6.08	...	\$77 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	Interim of 40% = 40% for account 1909	...	\$77 buyers
do. do. (5% pref.)	22,500	\$10	\$10	none	none	5 % for year 1908	...	\$77 buyers
Ledbury Rubber Estates, Limited	20,000	\$10	\$10	none	none	15 % for year ending 31.12.08	...	\$77 buyers
do. do. (5% pref.)	20,000	\$10	\$10	none	none	None	...	\$77 buyers
Sagga Rubber Company, Limited	20,000	\$10	\$10	none	none	None	...	\$77 buyers
Sandycroft Rubber Company	1,000	\$10	\$10	none	none	None	...	\$77 buyers
Sekong Rubber Company, Limited	80,000	\$10	\$10	none	none	None	...	\$77 buyers
Shelford Rubber Estate Limited	65,000	\$10	\$10	none	none	None	...	\$77 buyers
Sekong Rubber Company, Limited	2,500	\$10	\$10	none	none	None	...	\$77 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	\$10	\$10	none	none	None	...	\$77 buyers
Sungei Kaper Rubber Company	110,000	\$10	\$10	none	none	None	...	\$77 buyers

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A CHINESE was fined \$35 in the Police Court last Wednesday for obstructing a policeman in the execution of his duty.

MR. A. P. Wilder, Consul-General for the United States, returned to Shanghai by the P. M. S. *Siberia* on 3rd inst.

SURGEON A. R. Schofield has been appointed for duty at Hongkong hospital. He is a specialist in tropical diseases.

THE band of the 13th Rajputs commenced its season at the King Edward Hotel last evening, but it is engaged without any Bandmaster.

THE P. and O. Company's s.s. *Mores*, which left London on 5th ult. took the following specie for Shanghai: Bar Silver, £94,150.

INSPECTOR Goulay prosecuted four Chinese shopkeepers in the Police Court this morning for using false scales. Each of the shopkeepers was fined \$30.

A SEOUL dispatch states that it is now evident that the assassination of Prince Ito has caused a revolution of feeling in Korea and anti-Japanese sentiment is subsiding.

LIEUTENANT H. H. Harwood has been appointed to the gunboat *Brantley*, China Squadron, for duty. Lieutenant Harwood has served in the Royal Navy since May, 1904.

THE new Bank of Korea opened for business on November 25. It is reported that owing to the plentiful crop of rice in Korea, the tone of the market in Seoul and elsewhere is bright.

A CHINAMAN was awarded one month's hard labour at the Magistrate's Court Wednesday for being a rogue and a vagabond. The man who arrested was climbing the scaffolding of a house.

AT a meeting of the Court of the Hongkong College of Medicine held on Tuesday Dr. R. MacLean Gibson was appointed Secretary and Hon. Treasurer as successor to Dr. J. C. Thomson.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 27th November amounted to 24,064.88 tons, and the sales during the period, to 10,929.05 tons.

TWENTY-TWO Chinese, including a woman, were last Wednesday charged at the Magistrate's Court with gambling at Chin Loong. The two keepers of the establishment were each fined \$100 and the rest had to pay \$5 each.

THE Admiralty announce the appointment of Sub-Lieutenant N. R. "Peoples" to the *Tamar*, additional for duty *Whiting*, to date 28th inst., and of Asst. Paym. H. W. Woodward to the *Clio*, in charge, to date 9th inst.

VICE-Admiral the Hon. Sir Hedworth Lambton, K.C.B., who is accompanied by his brothers Colonel the Hon. Charles Lambton and Lt. Colonel the Hon. William Lambton, arrived at Shanghai on 3rd inst. on board H.M.S. *Albatross*.

ACCORDING to the *Orakei*, Taitoa is now the sixth in importance of the ports under the jurisdiction of the Imperial Chinese Maritime Customs. Its volume of trade is exceeded only by that recorded at Shanghai, Hankow, Canton, Tientsin and Kowloon.

By permission of Colonel Prior and officers the band of the 13th Rajputs played yesterday at the City Hall for the benefit of the French Convention's Bazaar, and gained enormous sums from everyone for their well modulated and tastefully played programme. Mr. Coke conducted.

A FIRE broke out shortly after nine o'clock last Saturday morning at Hunghom, near the Electric Light Station. A number of squatters' houses were destroyed but with the exception of these, no other damage appears to have been caused. The fire was soon got under control.

A WELL-DRESSED Chinaman appeared before Mr. J. R. Wood at the Magistrate's Court Wednesday charged with the alleged receiving of \$2,000 from Mr. John Hastings under false pretences. Detective-Sergeant Grant prosecuted and Mr. W. E. L. Sheaton defended. The case was remanded for a week.

THE Kalumpung Rubber Co., Ltd., issued the following details of the Rubber yield of Kalumpung estate:—Output of wet rubber in November, 6,765 lbs. Output of wet rubber September-November 18,980 lbs. Equivalent in dry rubber about 17,000 lbs. Dry rubber shipped to London to 30th November, 9,832 lbs.

A FIRE broke out at No. 8, Hillier Street, shortly after six o'clock last Wednesday evening. The house where the fire occurred is an iron-dealer's establishment and the cause of the fire is said to have been the accidental ignition of some wooden cask. The damage done amounts to about \$400. The house was insured with a British firm for \$8,000.

MESSRS. Ferguson Brothers, shipbuilders and engineers, of Port Glasgow, have contracted to build a twin screw self-propelling bucket dredger for Japanese owners. This dredger is to be employed in the great basin at Dalry, near Port Arthur. The dredger will be of powerful construction, capable of lifting 1,000 tons an hour at a depth of 45 ft.